

Public Workshop #1: 21 January 2014

Building our tomorrow



Introduction

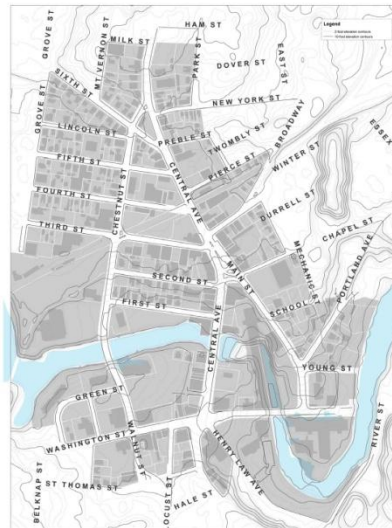
- The Cecil Group
- Resource Systems Group (RSG, Inc.)
- Gibbs Planning Group
- Public Workshop goals



Public Workshop #1

Dover Downtown PEDESTRIAN AND VEHICULAR ACCESS AND STREETScape STUDY

Tuesday, January 21, 2014, 6 PM
City Council Chambers, City Hall
288 Central Avenue, Dover



DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
DATA COLLECTION AND EVALUATION OF EXISTING CONDITIONS		DEVELOPMENT AND REFINEMENT OF ALTERNATIVES			DEVELOPMENT OF PREFERRED DESIGN				DEVELOPMENT OF FINAL REPORT

The City of Dover is undertaking a study to continue the revitalization of Dover's historic urban core. The study will focus on rebalancing the entire circulation and streetscape network within the downtown so that future conditions support a mixed-use environment that is more convenient, pleasant, and economically vibrant. The study will result in a revitalization plan with four key goals: create a more attractive pedestrian-oriented environment, make vehicle circulation more clear and convenient, simplify links to parking, and expand bicycle and transit links to and through the downtown.

The City of Dover's Planning Department is guiding this study, which is funded through the City's Capital Improvements

Program. The Cecil Group, a professional planning and design firm, has been retained to help carry out the planning study.

Community input is important to this process. The team needs to understand the issues and opportunities in the downtown to help shape revitalization strategies for the area. We will be holding stakeholder interviews, monthly meetings with the Transportation Advisory Committee (TAC), and three Public Workshop Meetings, and we want to hear from you. The first workshop is January 21. Key milestones in the process are shown in the time line above.

For more information, please contact Christopher Parker, AICP,
Director of Planning and Community Development, City of Dover,
603.516.6008, c.parker@dover.nh.gov.



Overview: The Study

- 3 Public Workshops
- 5 TAC Meetings
- 3 Stakeholder
- December 2013 - August 2014

Tonight →

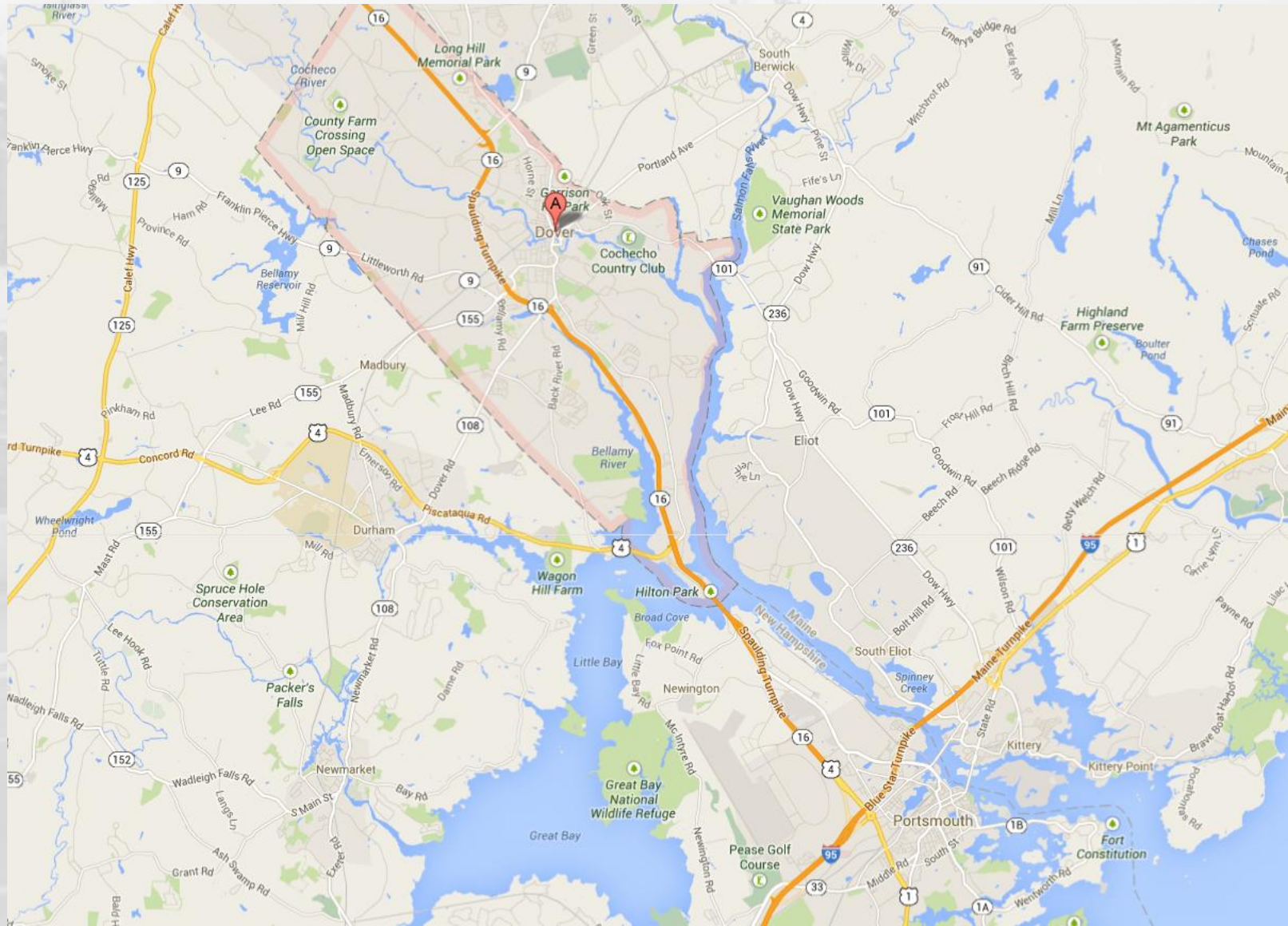
End of April →

End of June →

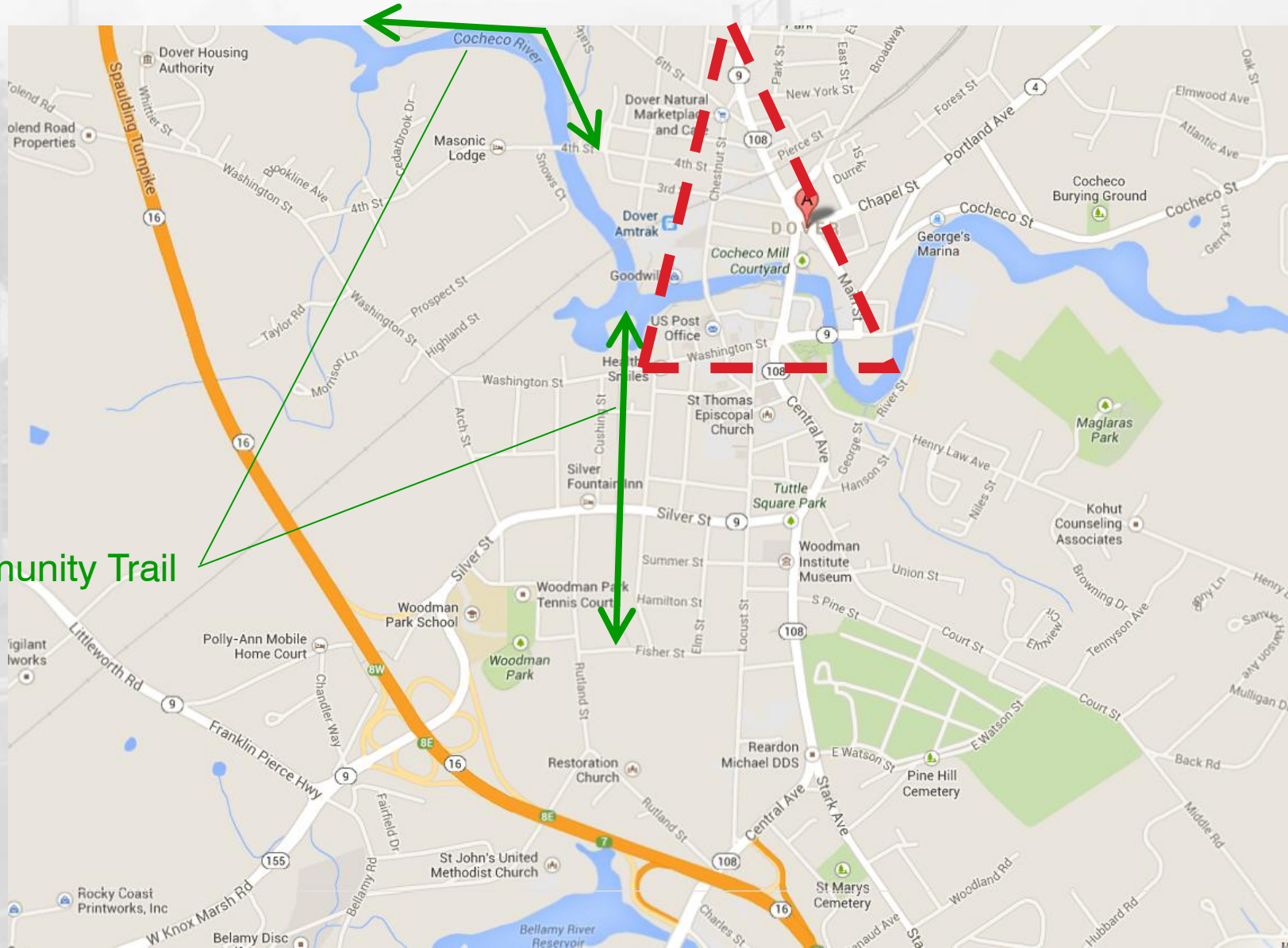
Project Initiation and Communication
a. Kick-off Meeting
b. Project Coordination Meetings (8)
c. Transportation Advisory Committee Meetings (5)
d. Special stakeholder outreach and workshop meetings (3)
e. Communication support and surveys
Interim Reports
Task 1. Data Collection and Review of Existing Conditions
1. a. Analysis of Previously Completed Planning Documents
1. b. Assessment of Existing Infrastructure/Environment
1.c. Traffic Counts
1.d. Transit Service
1.e. Identification of Existing Activity Center and Development Nodes
1.f. Analysis of Land Use Patterns/Parking and Circulation Implications
1.g. Technical Memorandum on Existing Conditions
Task 2. Community Workshop #1 – Data and Analysis Presentation
Task 3. Development of Alternatives
3.a Preliminary Alternatives
3.b Review of Preliminary Concepts
3.c Alternatives
Task 4. Community Workshop #2 – Alternatives
Task 5 Preferred Design
5.a. Layout and circulation concept for all modes
5.b. Streetscape and urban design
5c. Parking strategy
5.d. Cost evaluations
Task 6: Community Workshop #3 Preferred Design and Draft Final Report
Task 7: Final Report
7.a. Report
7.b. Design Plans (25%)
Task 8: Construction and Bid Documents
8.a. Survey
8.b. Design Development (75%)
8.c. Final Construction Documents (100%)
8.d. Bidding Documents
Task 9: Construction Phase Services (Begin Spring, 2015)

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Regional Context – Route 95 Connections



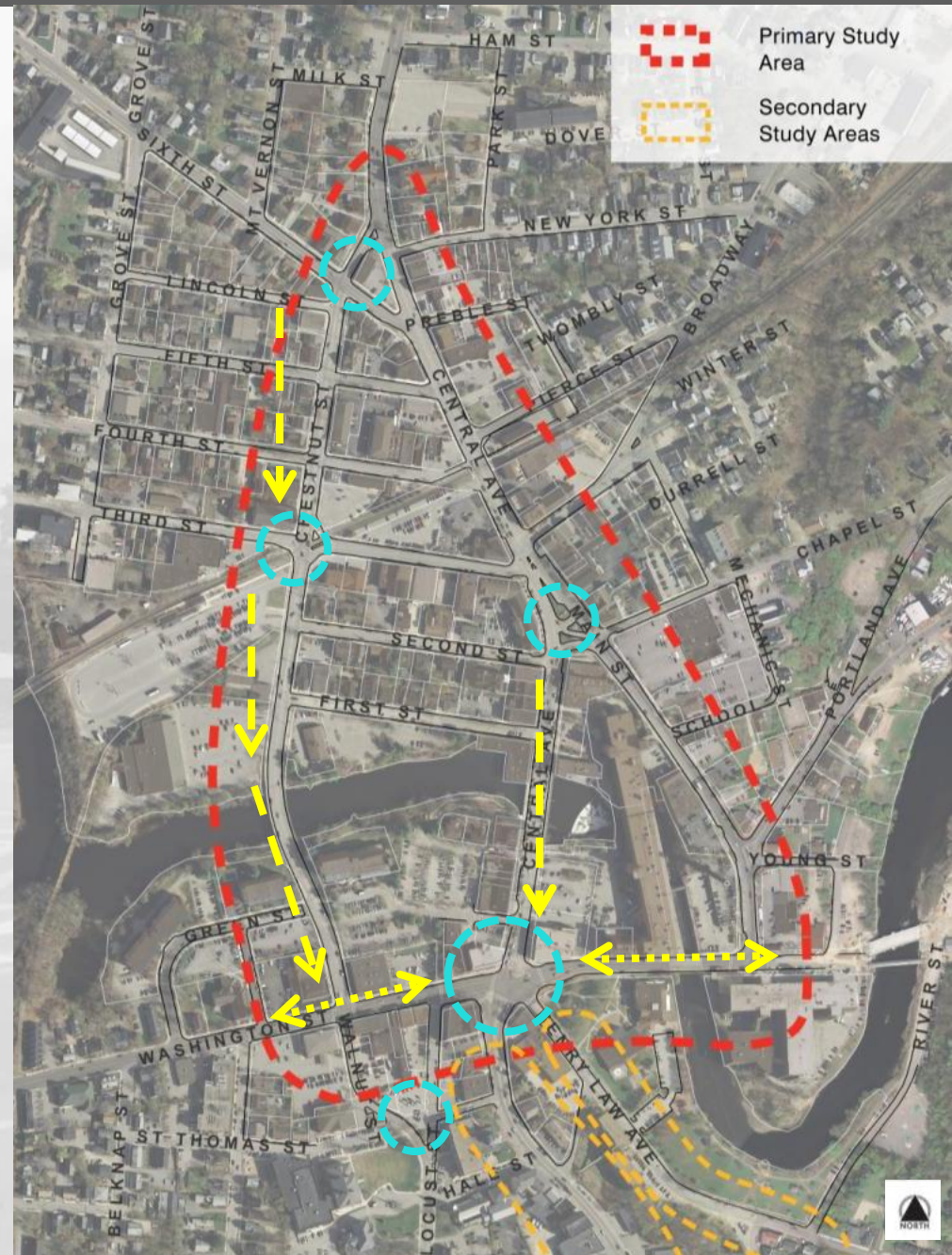
Regional Context – Route 16 Connections



Dover Community Trail

Study Area

- Key intersections
- Key corridors



The Dover Vision - 2023

- Historic downtown is alive
- Public transportation
- Very accessible
- Traffic well managed
- Rural character preserved
- Environmental quality and sustainability

“When Dover celebrates its 400th anniversary in 2023 it will be a dynamic community with an outstanding quality of life.” – City of Dover Master Plan

DOVER
2023
Building Our Tomorrow

CITY OF DOVER, NEW HAMPSHIRE MASTER PLAN

2012 Visioning Chapter

August 23, 2012



Existing Data

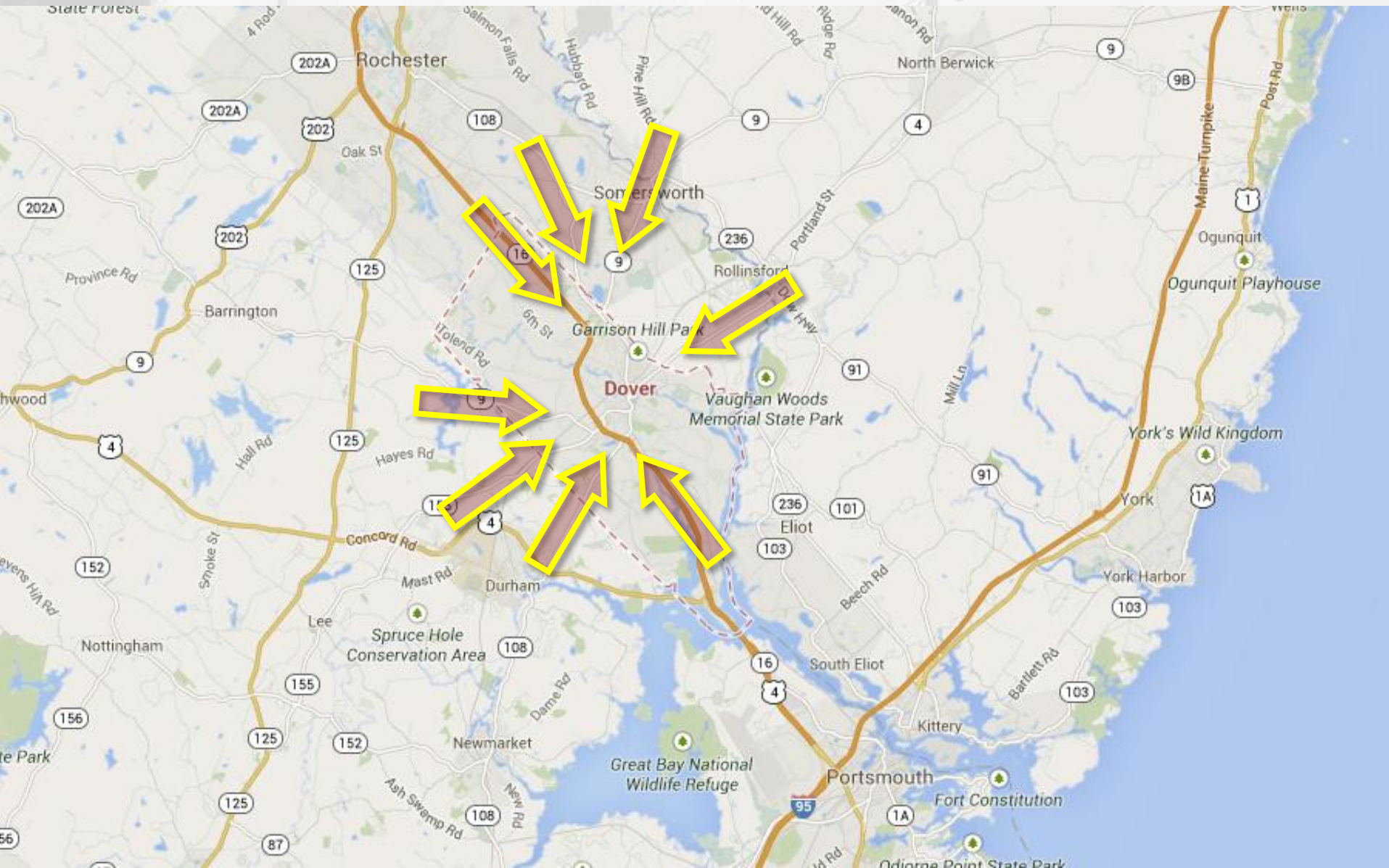
- Dover Police Department Headquarters Programming and Site Selection Study, 2013
By Lavallee/Brensinger Architects
- Downtown Riverfront Redevelopment Traffic Circulation and Parking Plan, 2005
by Rizzo Associates
- City of Dover Master Plan, Dover 2023 Building Our Tomorrow
by Hawk Planning Sources, LLC
- Downtown Parking Facility and Management Study, 2008,
by Lansing Melbourne Group
- Dover City Code

Observations

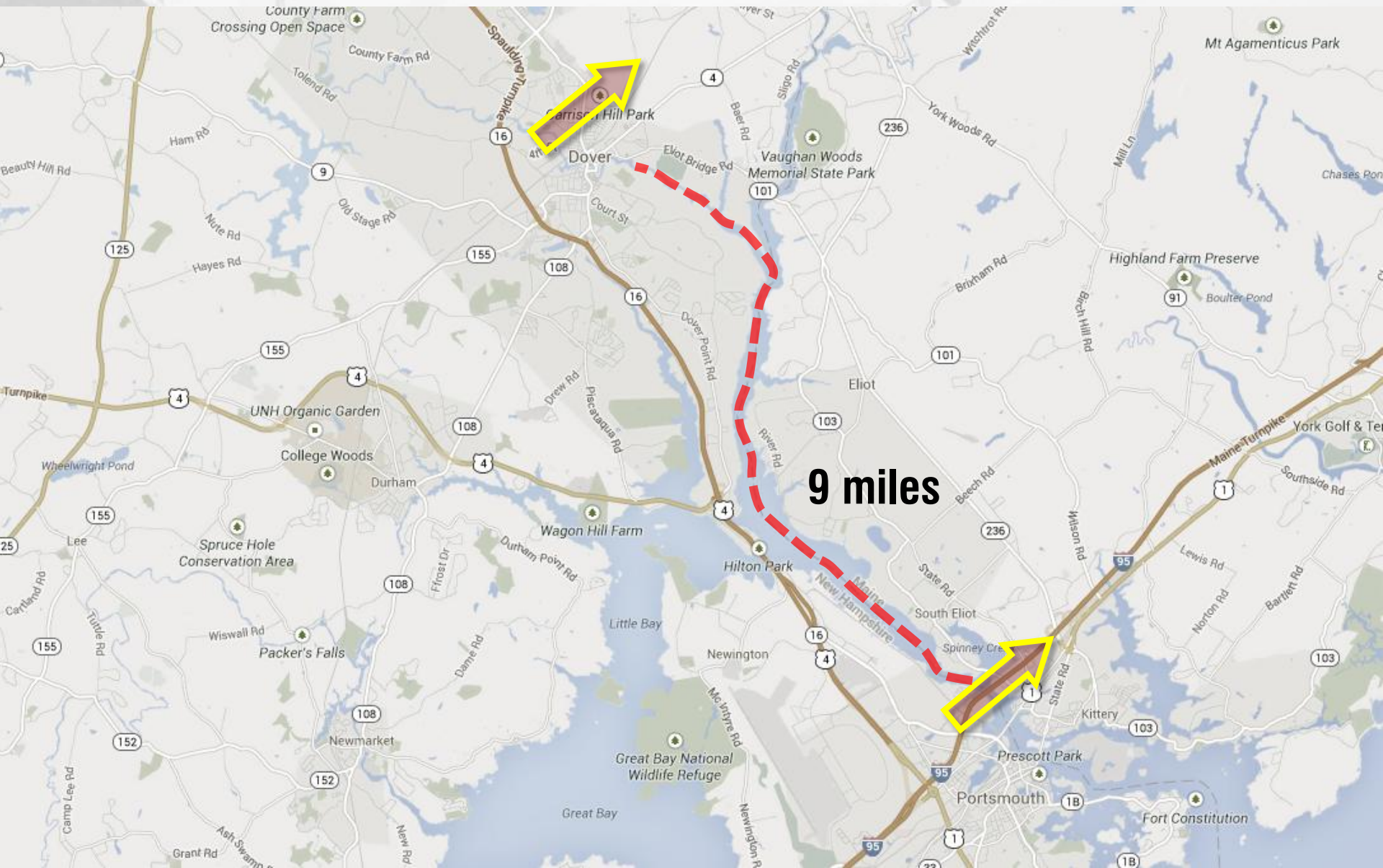
- Traffic and parking
- Pedestrian patterns and circulation
- Urban design
- Streetscape environment



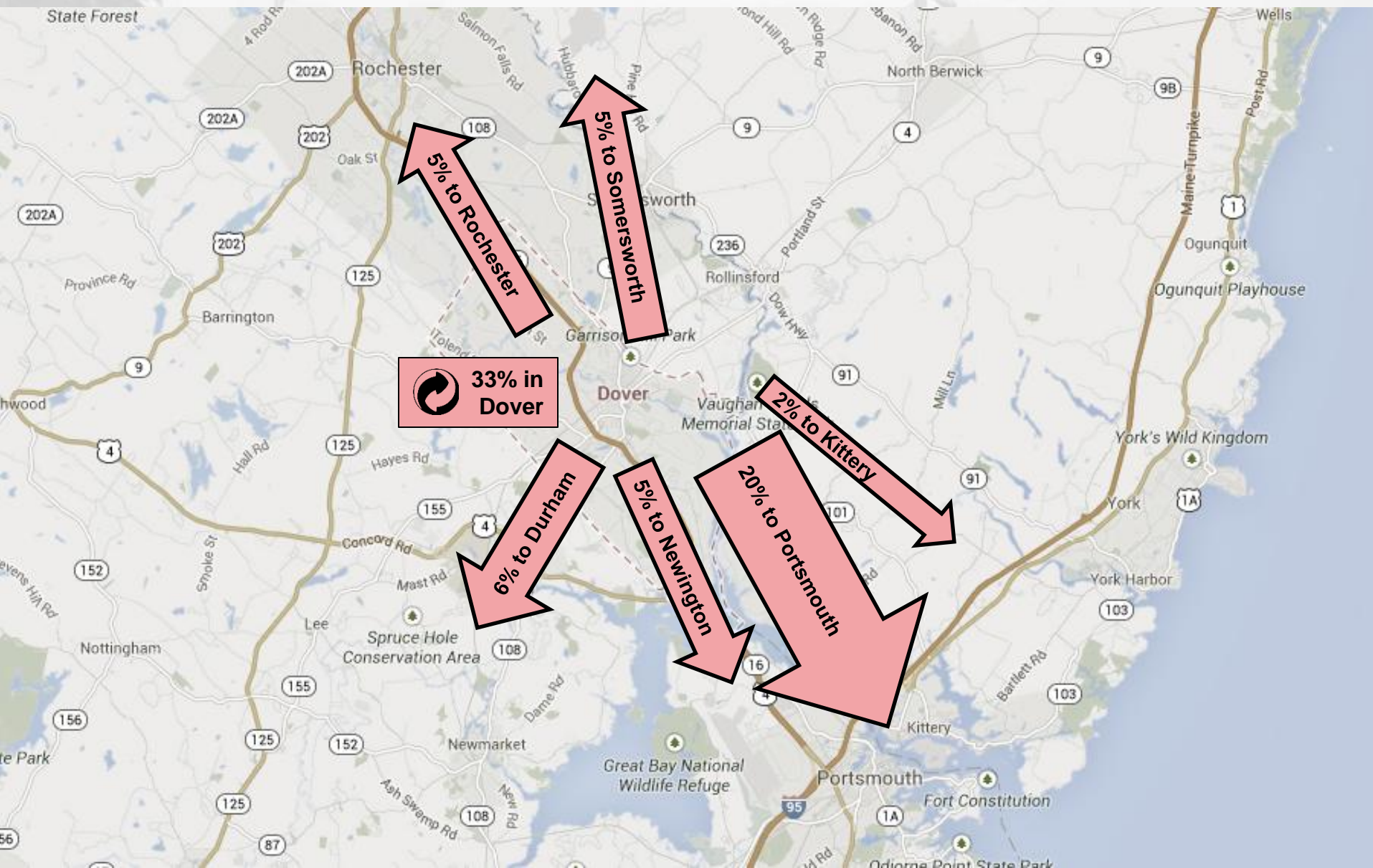
Big Picture: Convergence of Routes



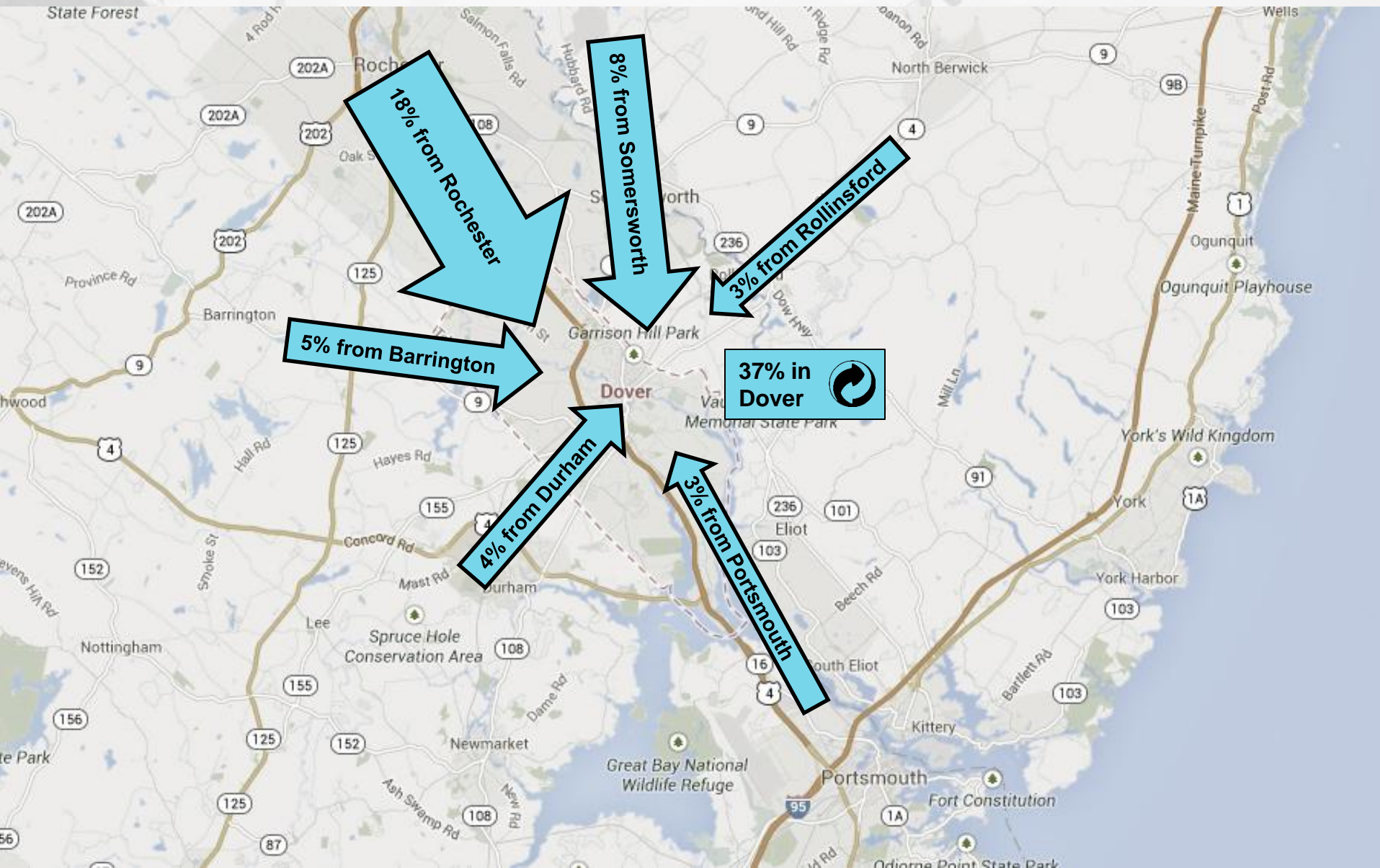
Big Picture: First Connection to Maine North of Portsmouth



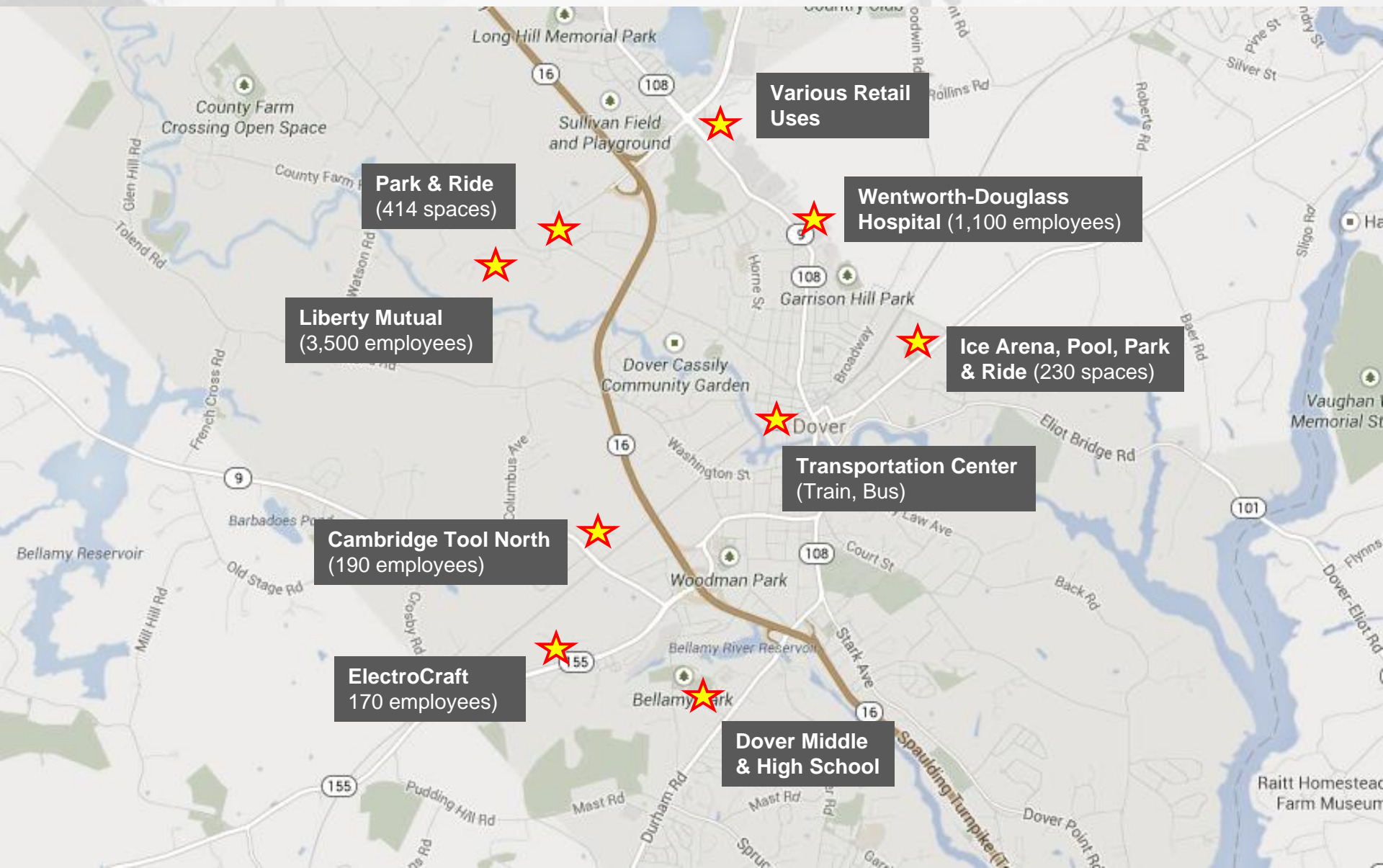
Commuting Trends: Dover Residents (2000)



Commuting Trends: Dover Employees (2000)



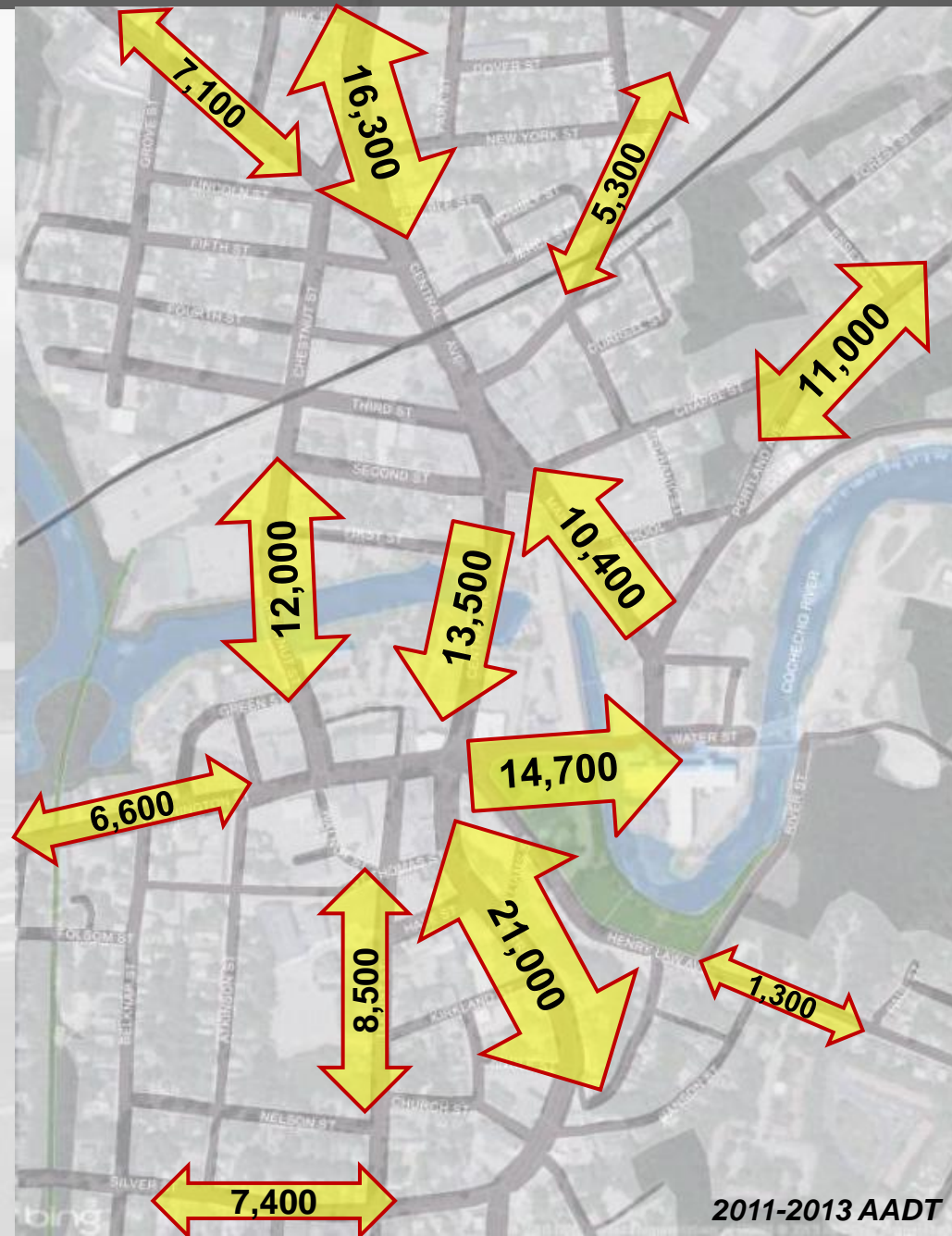
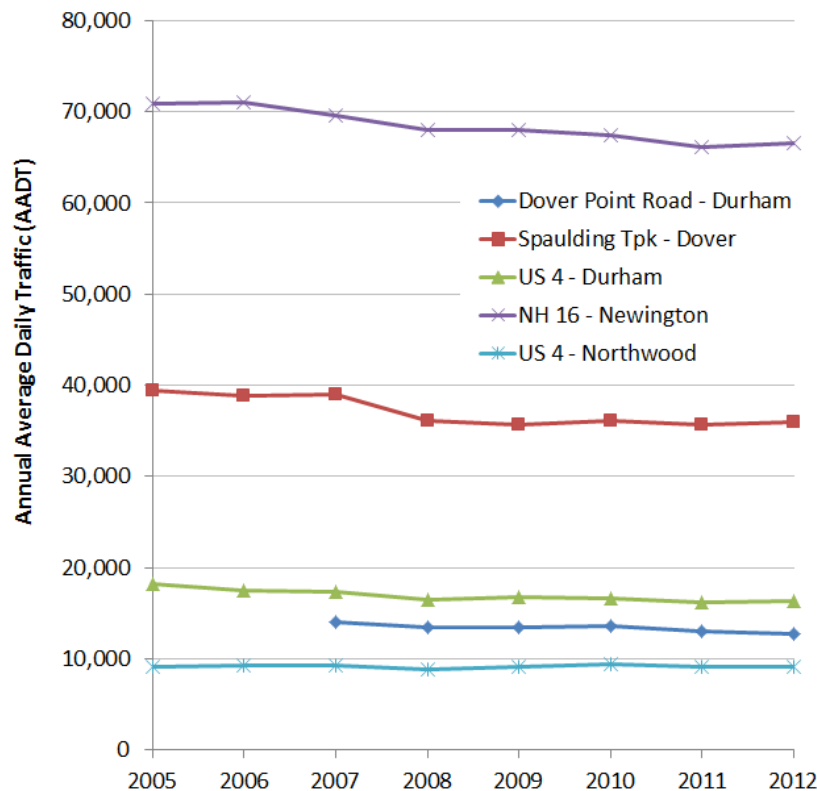
Key Destinations:



Downtown Traffic Volumes

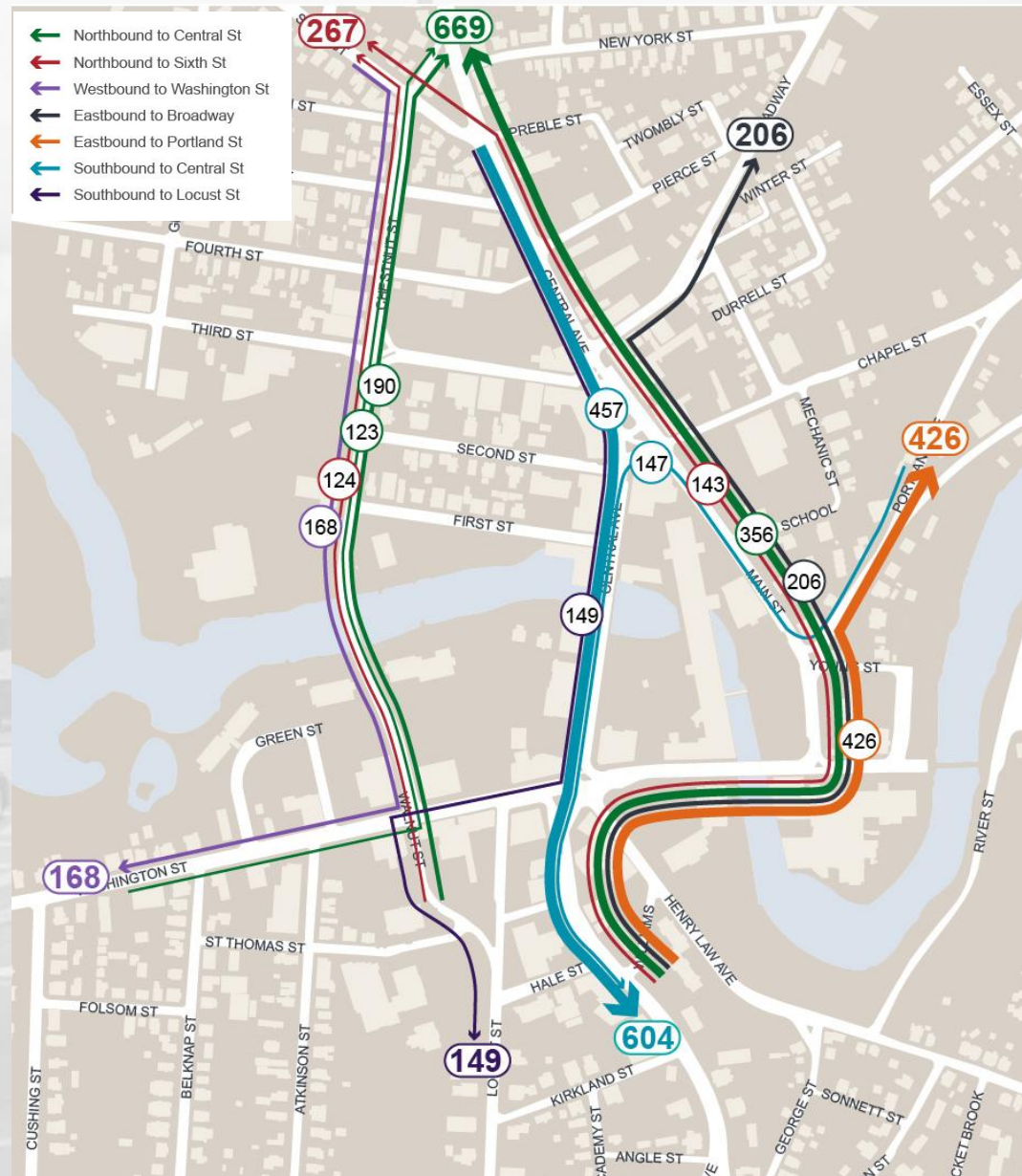
- Traffic volumes have generally declined since 2005
- Rizzo study volumes remain conservative

Historic Traffic Trends (2005-2012)



Evening Traffic Flows

- Multiple routes pass through downtown loop
- Largest convergence in Lower Square
- Cut-through traffic on Chestnut/Locust
- Highest O-D Pairs:
 - Upper Central Ave to Lower Central Ave (6%)
 - Lower Central Ave to Portland Street (5%)
 - Lower Central Ave to Upper Central Ave (4%)

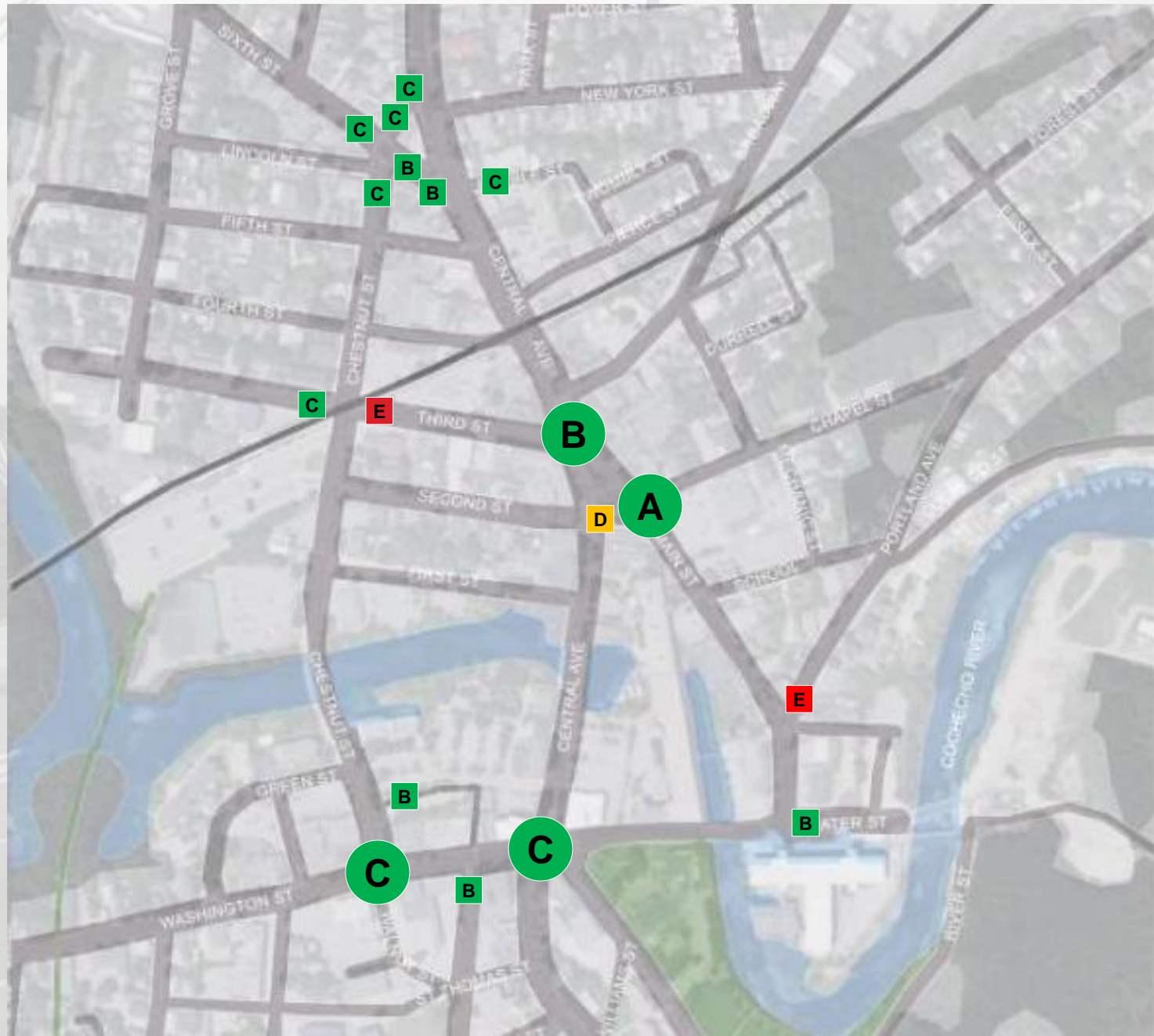


AM Level of Service - 2014

LEGEND:

-  Good - LOS A, B or C
-  Fair - LOS D
-  Poor - LOS E or F
-  Signalized Intersection
-  Unsignalized Intersection

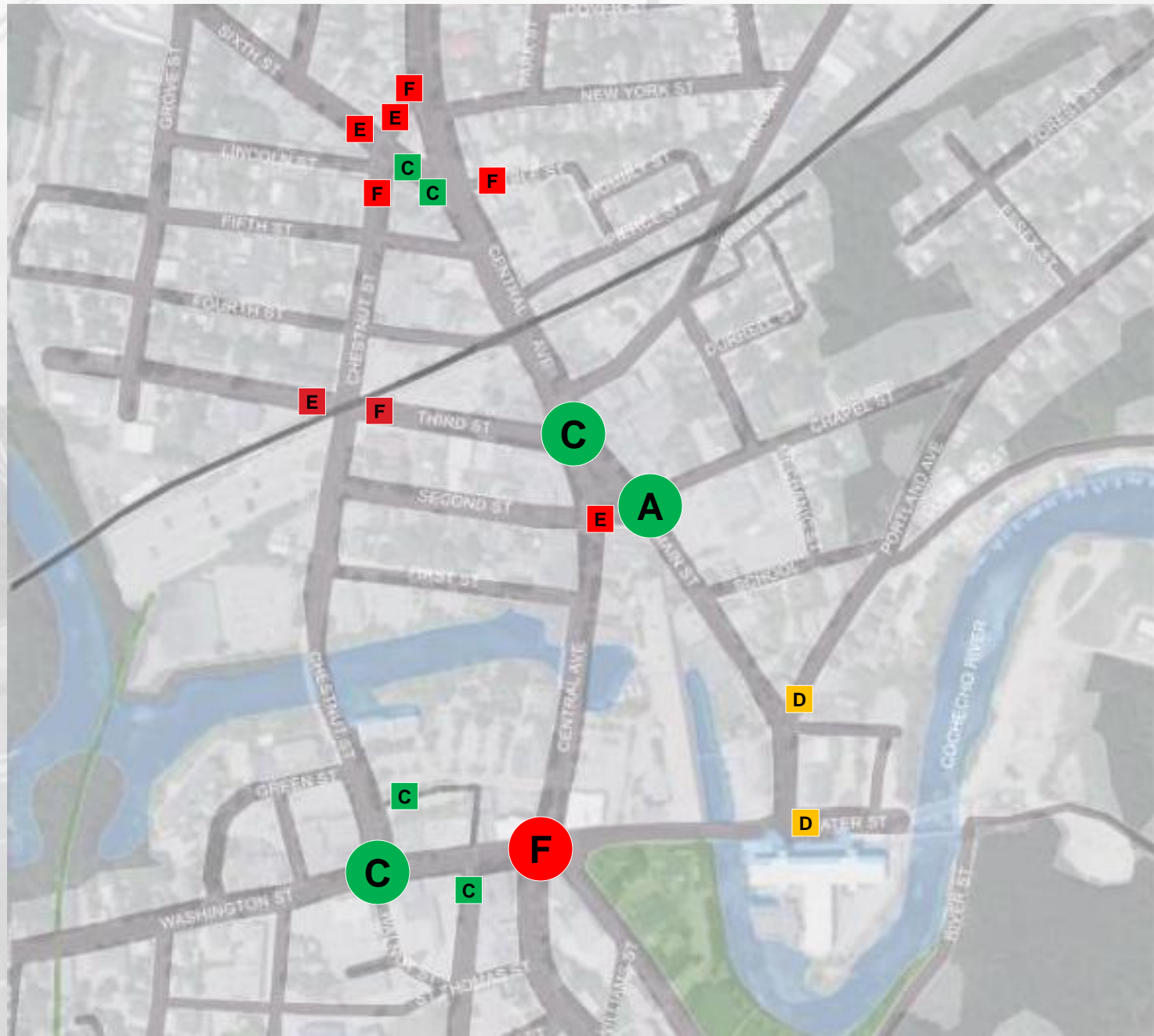
**Average
approach delay:
19 sec**



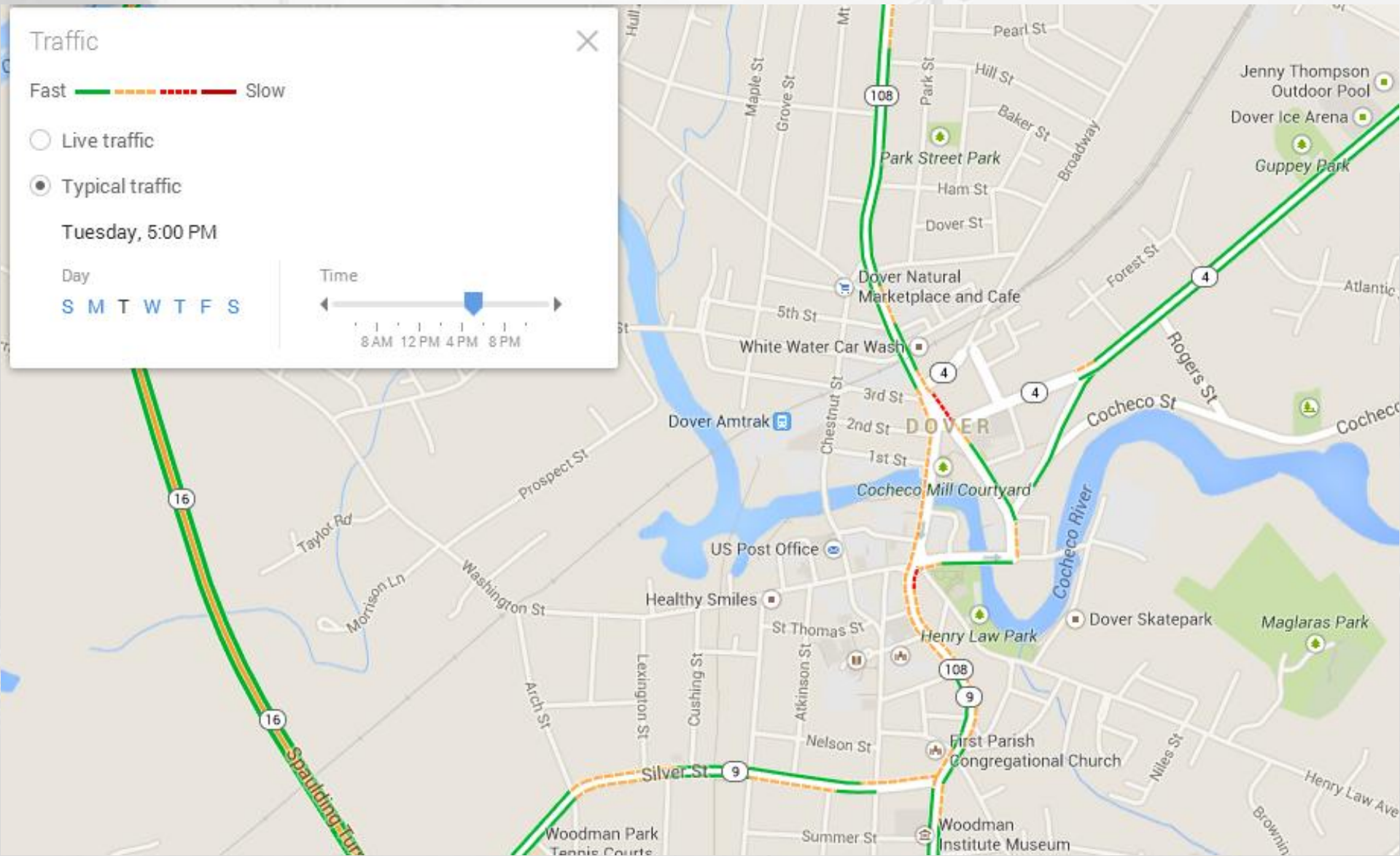
PM Level of Service - 2014



**Average
approach delay:
42 sec**

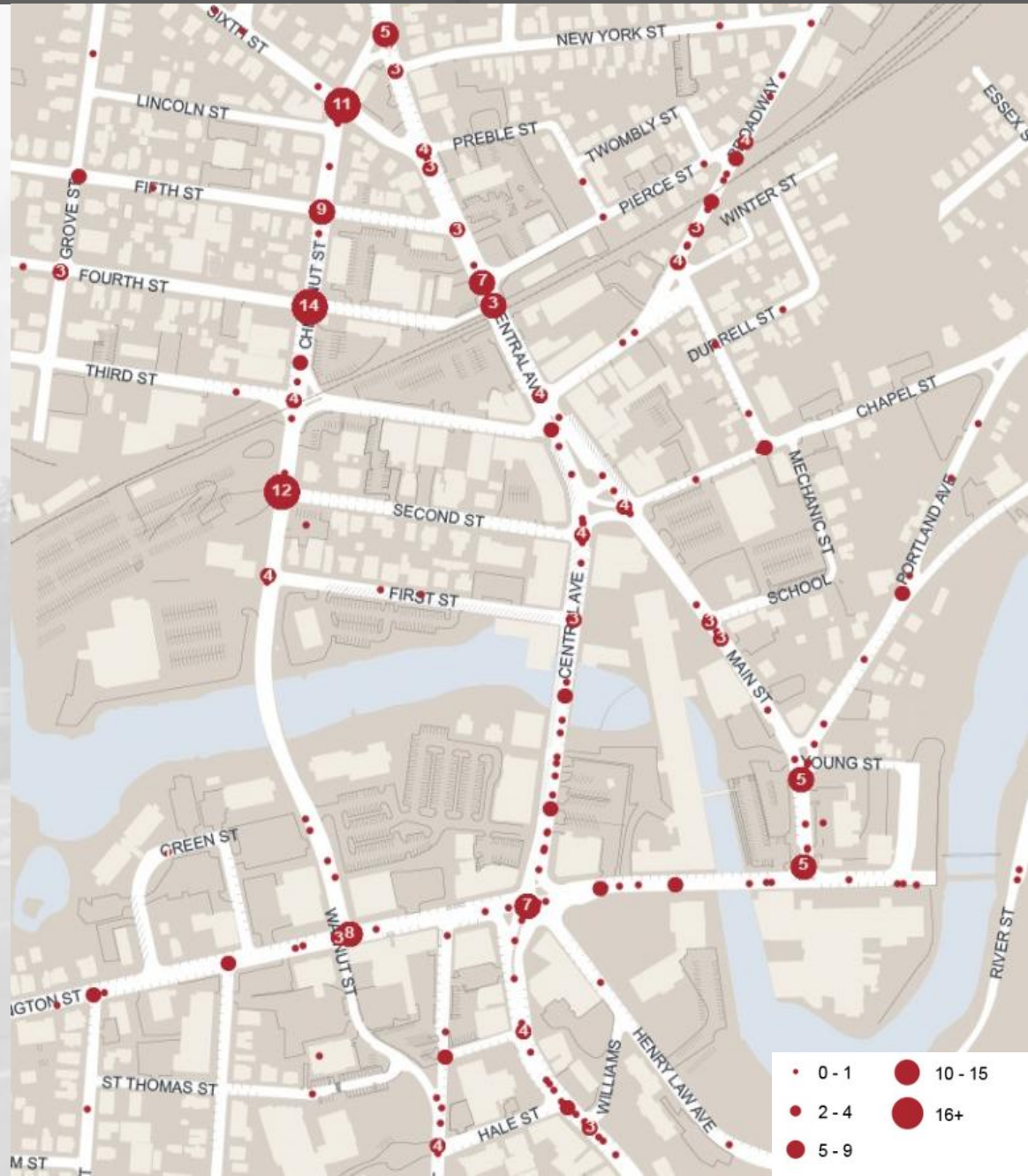


Typical Tuesday Evening Speeds (Google Traffic)



Crashes (2003 to 2012)

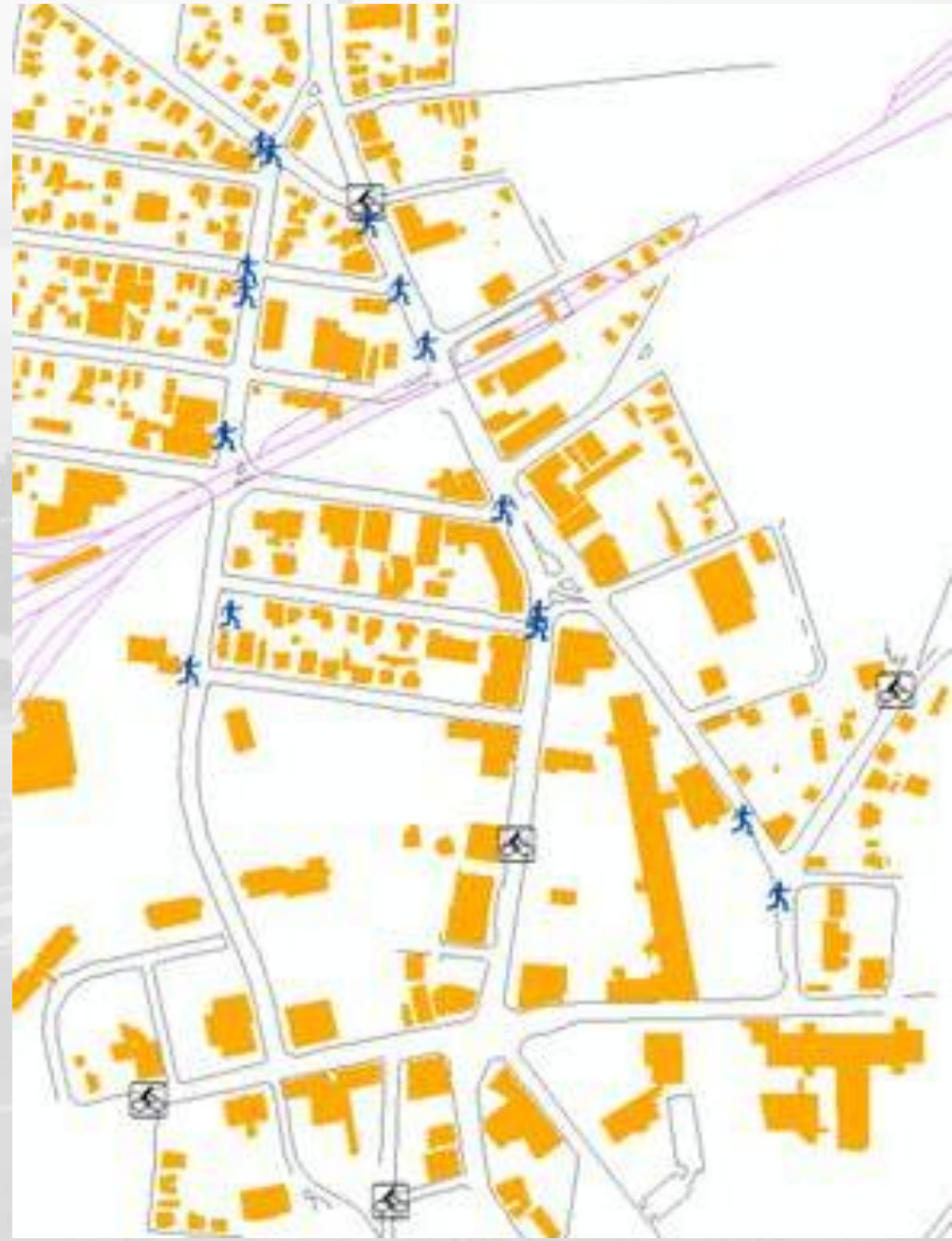
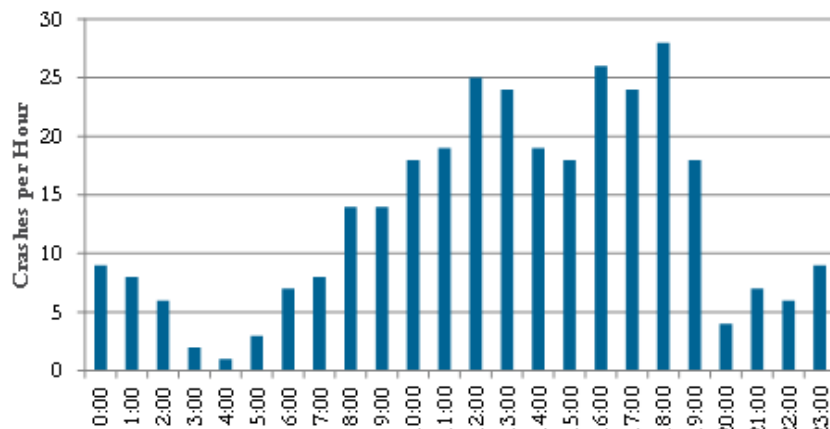
- Many incidents along Central Ave and Main Street in downtown area
- Intersections with highest crashes:
 - Chestnut & Fourth (14)
 - Chestnut & Second (12)
 - Chestnut & Washington (11)
 - Central & Sixth (11)
 - Lower Square (10)
 - Chestnut & Fifth (9)



Crashes (2003 to 2012)

- Bike/Ped crashes (right) highest along Chestnut and Central Ave
- Crashes peak from 12:00-1:00 and from 4:00 – 6:00.

Downtown Crashes (2003-2012)

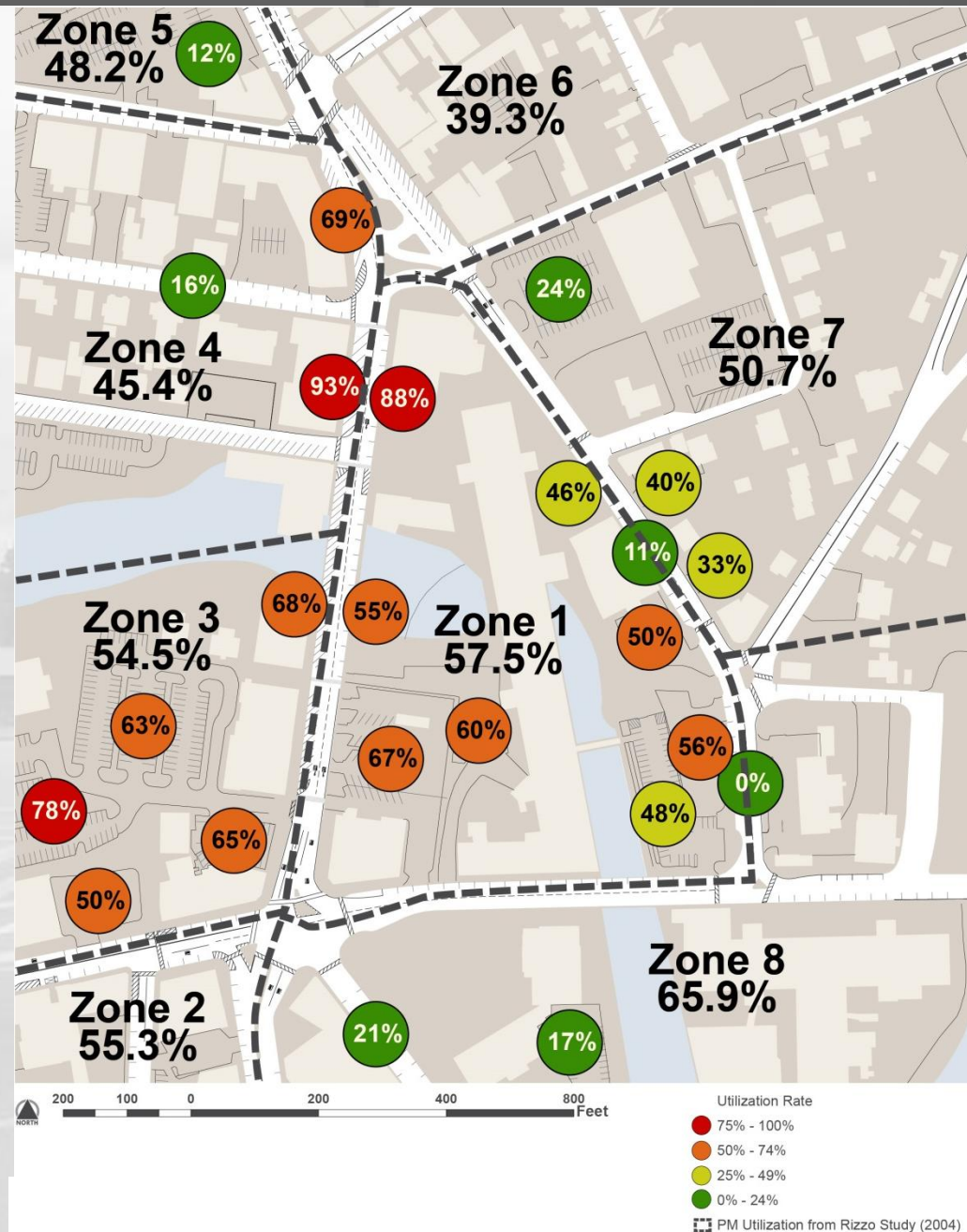


Parking: On and Off Street, Public and Private, Full and Vacant

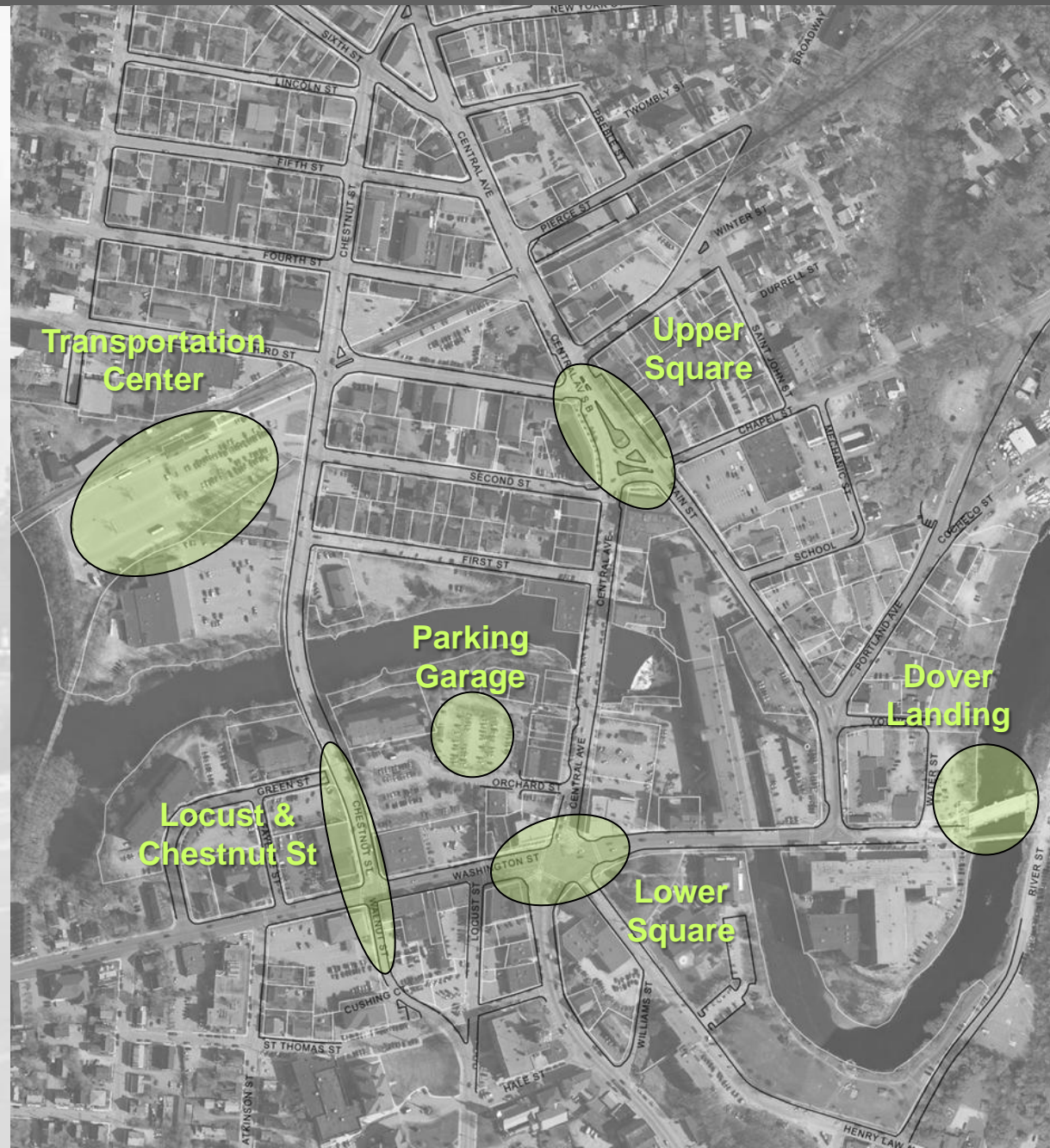


Downtown Parking

- **Downtown Dover Transportation Study (2004)**
- **Downtown Parking Facility and Management Study (2008)**
 - 1pm to 2pm peak parking period
 - On-street parking: 10% higher than 2004 study
 - Off-street parking: 5% lower than 2004 study
- **Recommendations:**
 - On-Street Monthly Permits for underutilized spaces
 - Lease unused private spaces and resell as permit spaces
 - Comprehensive residential permit parking program
 - Increase enforcement

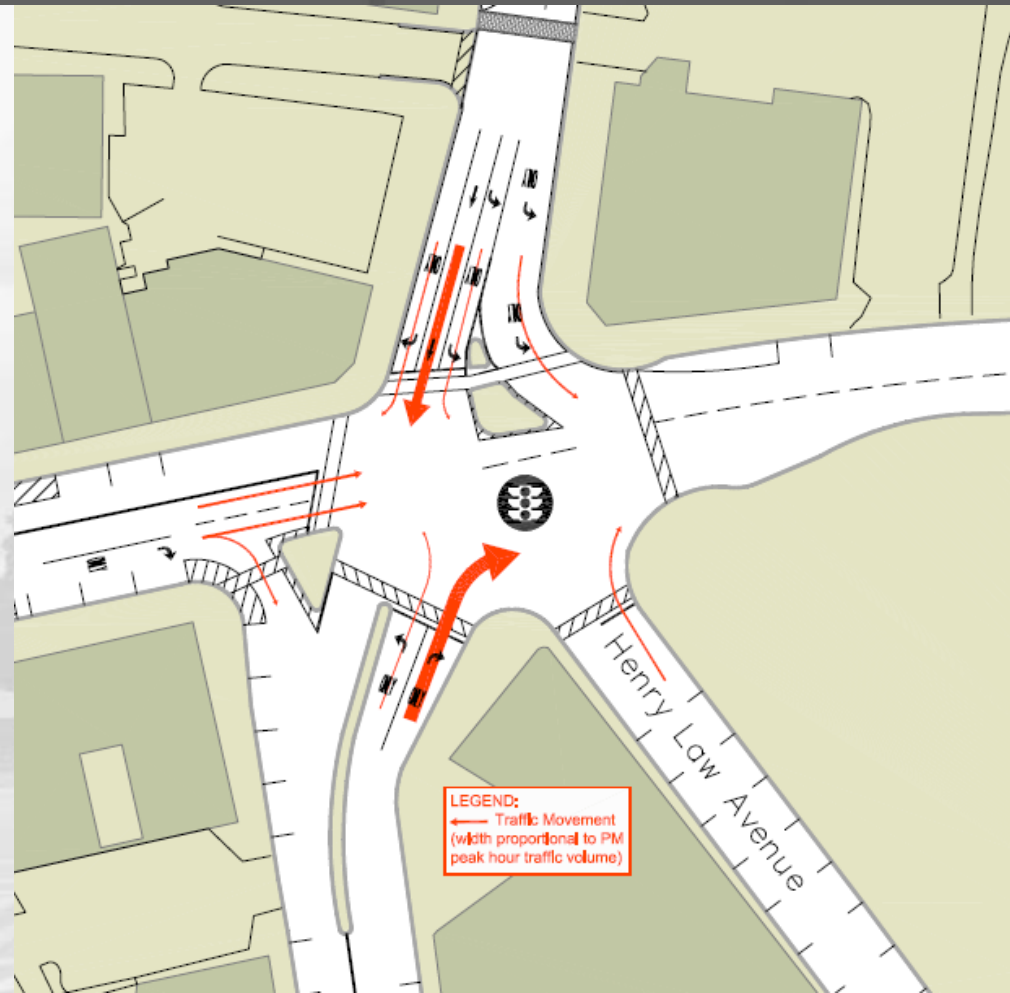


Focus Areas



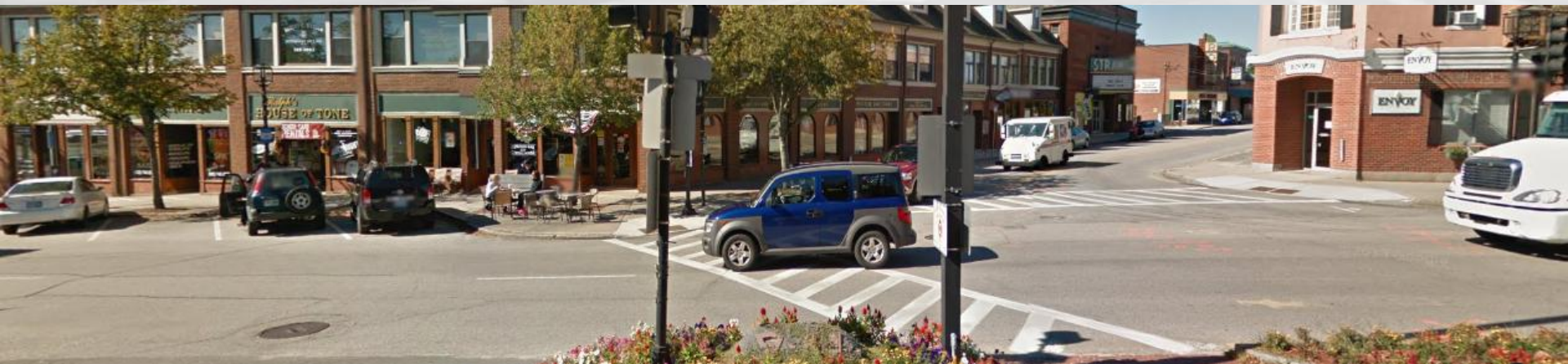
Lower Square

- Convergence of traffic flows results in traffic congestion
- Wide approaches create long pedestrian crossing times
- Not all approaches have pedestrian signalization
- Wide pavement expanse divides intersection quadrants



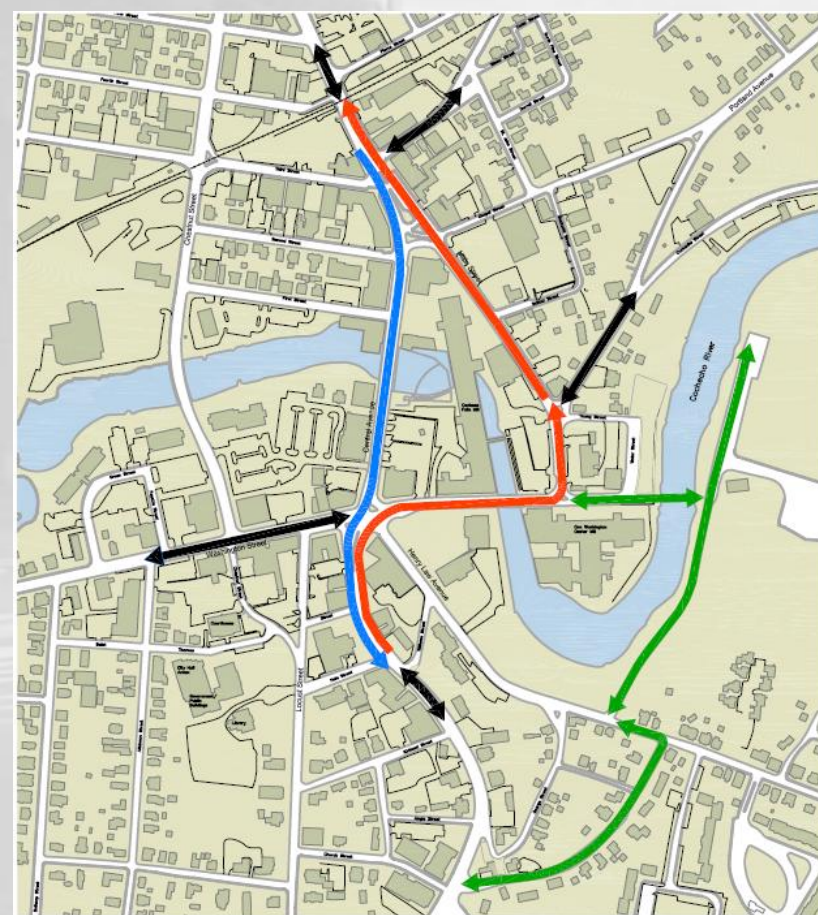
Upper Square

- Vibrant mixed-use setting
- Convergence of several cross streets
- Complex turning movements from Main Street, Chapel Street, Second Street, Third Street
- Highest number of crashes in downtown (*Rizzo, 2001*)



Dover Landing / Cocheco Riverfront

- Significant potential growth
- Access limited by Cocheco River to the west and north



Downtown Parking Garage

- Currently over 800 on-street and 3,000 off-street parking spaces in Dover (50-60% utilization in 2004)
- Garage plan includes 514 spaces in 5 levels
- Cocheco Falls Mill and Riverfront development create demand for additional parking
- Construction of a parking structure creates opportunities for denser development in the core including infill development of adjacent properties



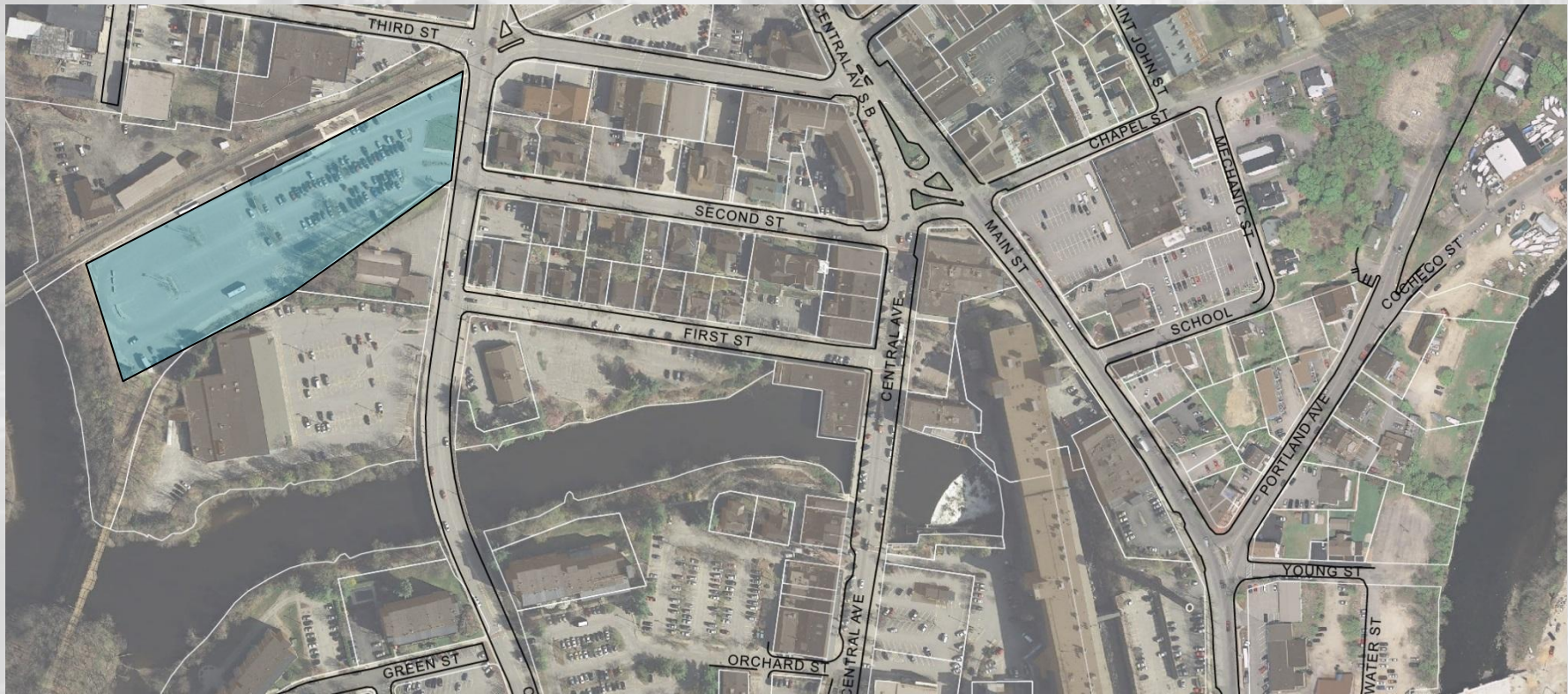
Chestnut Street

- Currently provides bypass to downtown
- Potential road-diet north of Orchard Street
- Sight distance issues at Washington St/Locust St



Dover Transportation Center

- Transportation Center is a great asset - provides opportunity for increased multi-modal connections
- Connection to community trail and downtown sidewalks
- Disconnect from Downtown Core
- Opportunity for transit-oriented redevelopment around Transportation Center

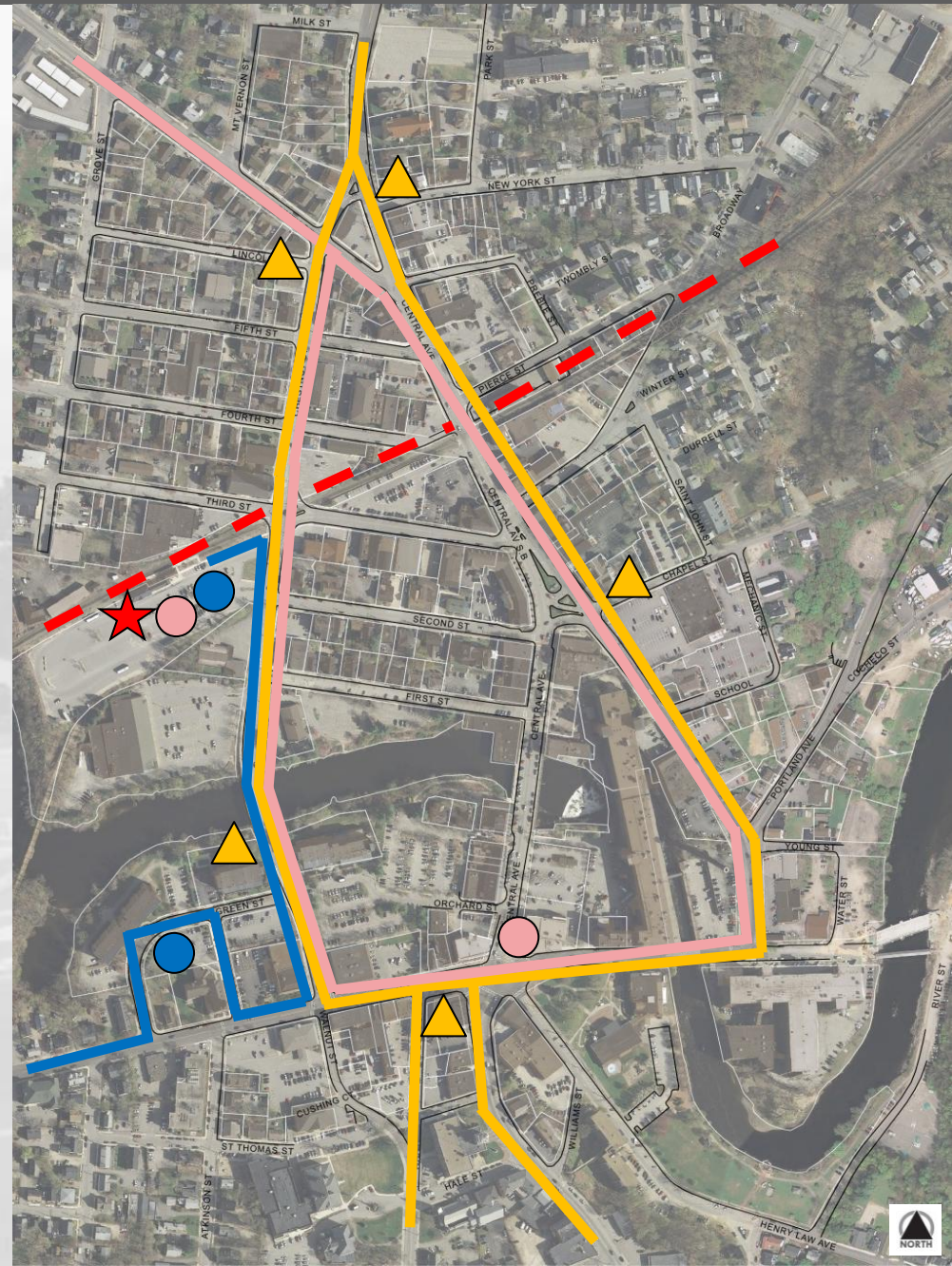


Circulation: Transit

■ Key patterns

■ Modes

- Amtrak
(Downeaster)
- COAST
(Cooperative Alliance for
Seacoast Transportation)
- Wildcat Transit
(University of New Hampshire)
- Fast Trans (Part of COAST)



Circulation: Pedestrians

■ Patterns

- Primary pedestrian
- Secondary pedestrian
- Crosswalks
- Long crosswalks
- Limited or hazardous crossings



Primary Study Area

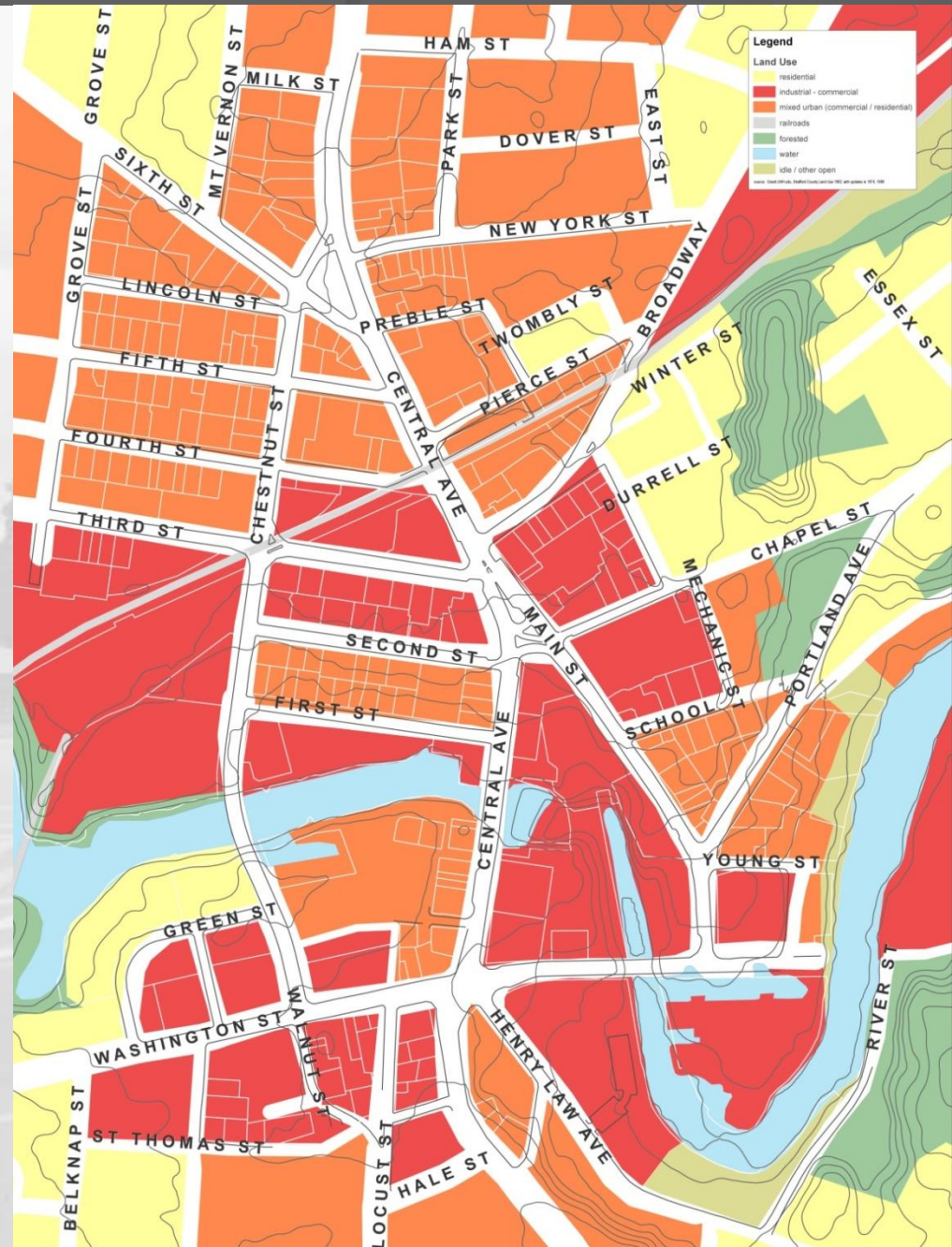
Land Use

Legend

Land Use

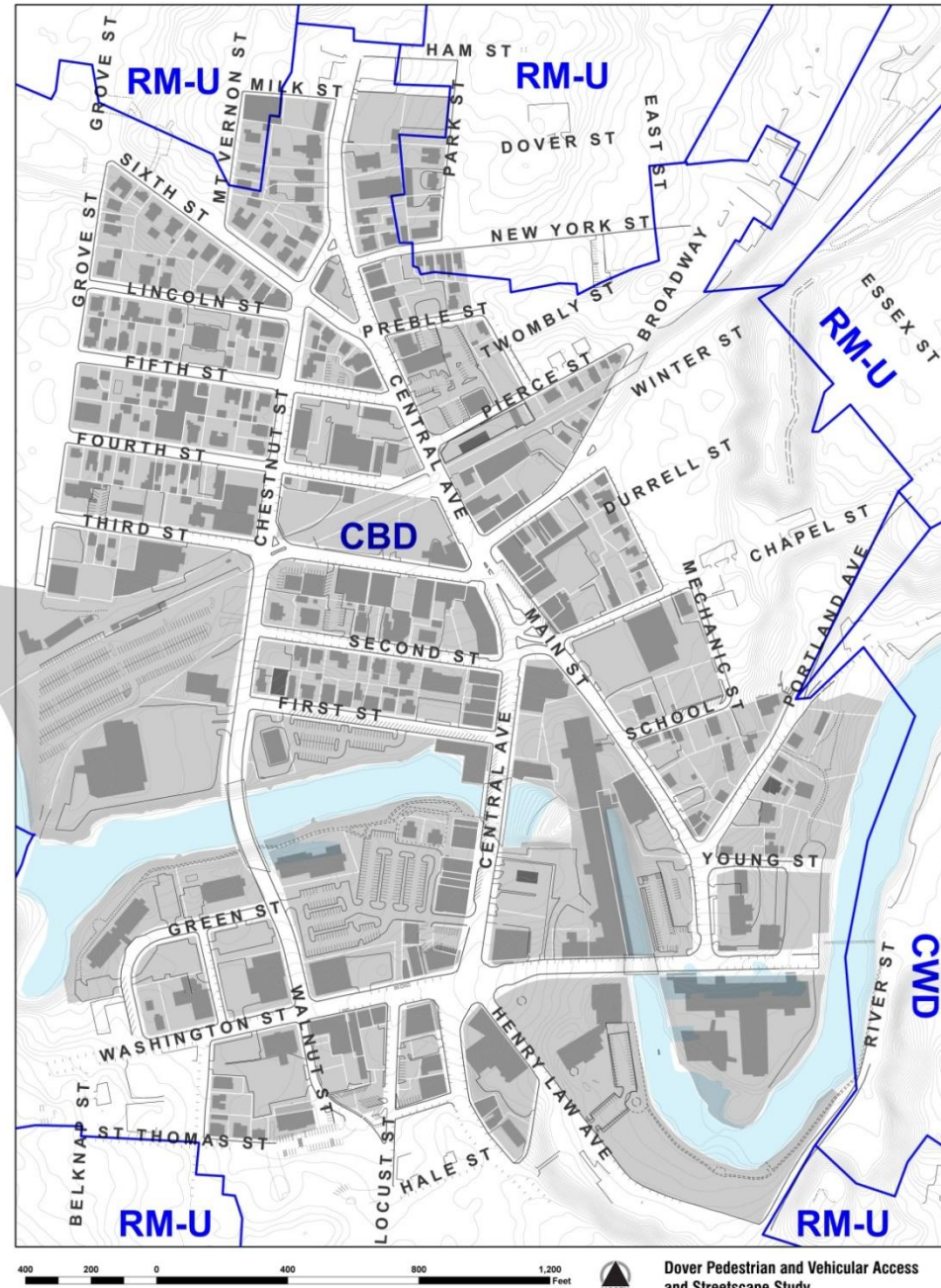


source: Grant UNH.edu, Strafford County Land Use 1962, with updates in 1974, 1998



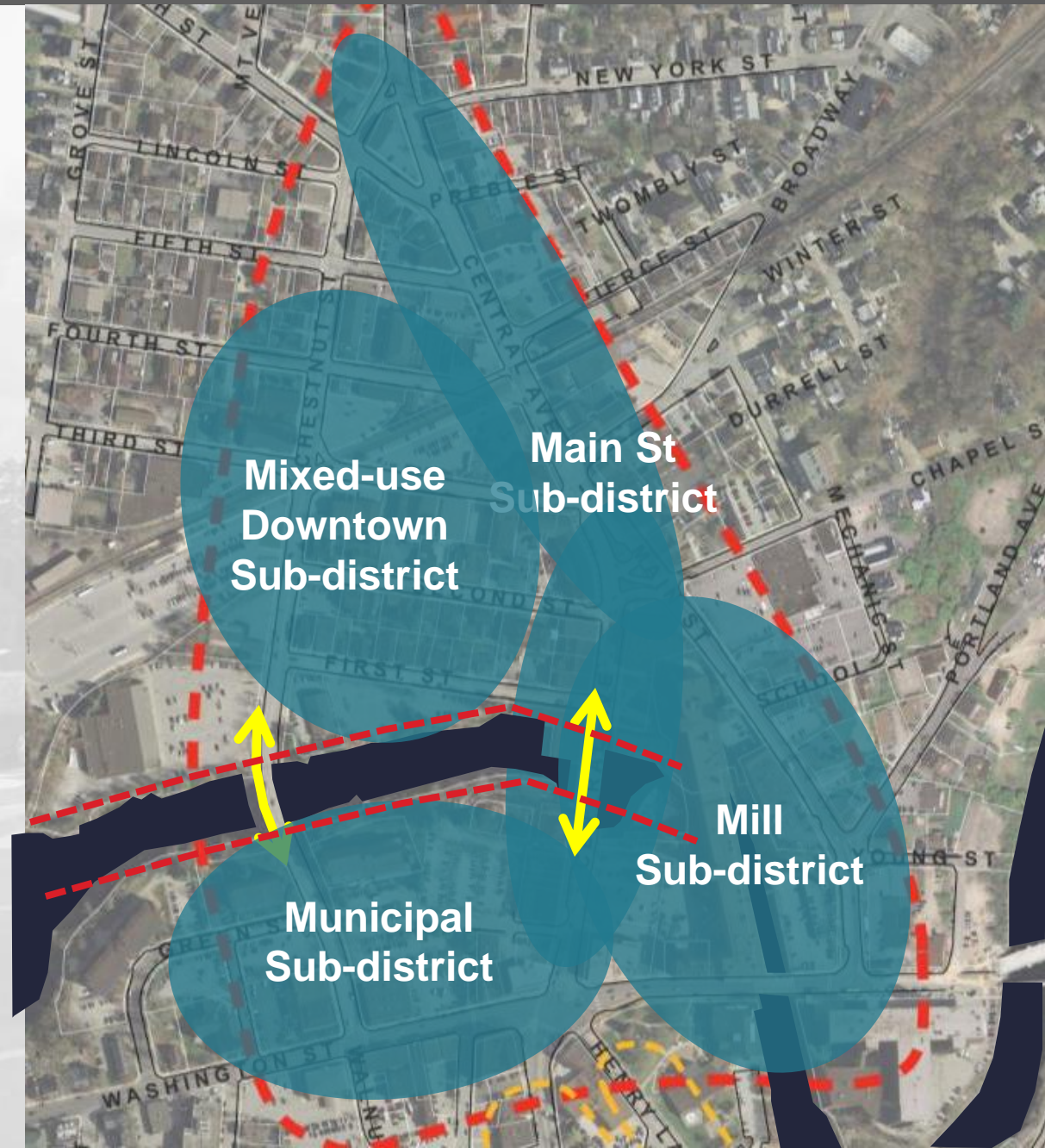
Primary Study Area

- Zoning
(Central Business District)
- Form Based Code District
(Adopted in 2009)



Urban Design

- Sub-districts and connections



Urban Design

- Streetwall and continuity

--- Frontage with continuity



Urban Design




- Sense of Place
Negative Gaps

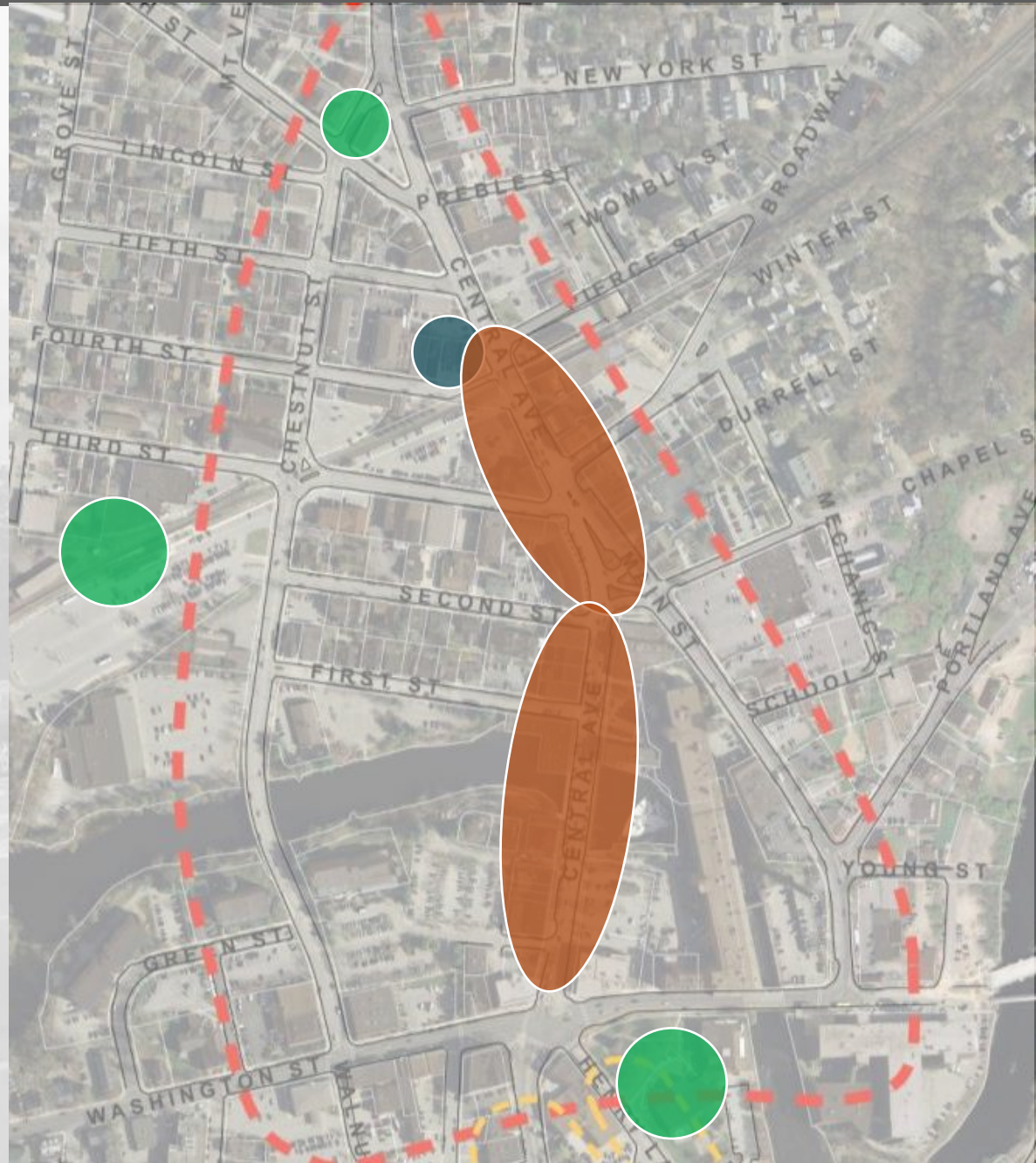
■ *Surface Parking*



Urban Design

■ Parking and use

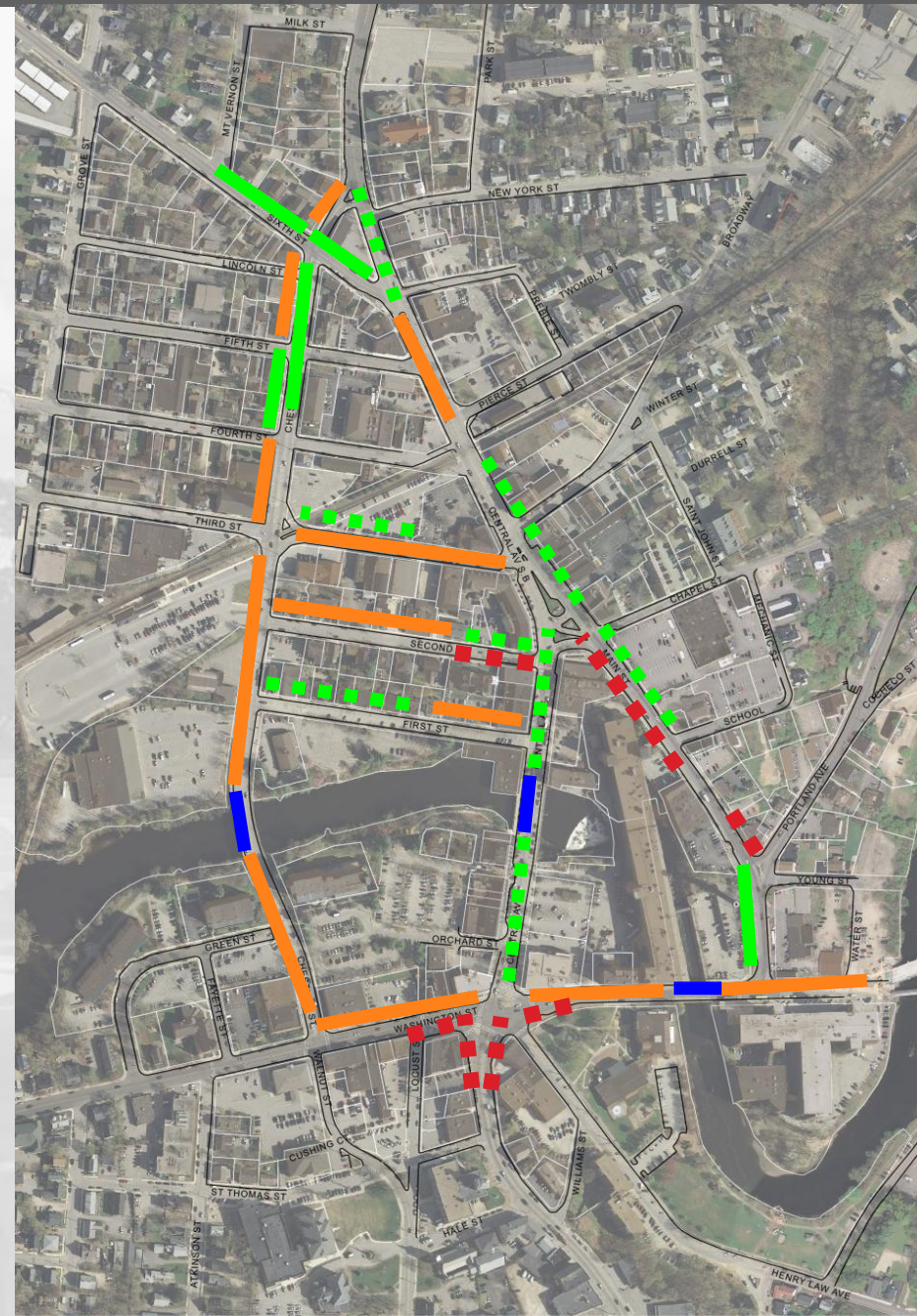
-  Convenience shop
(traffic dependent)
-  Walkable district
(park-once nearby)
-  Destination Uses
(park nearby if convenient)



Streetscape

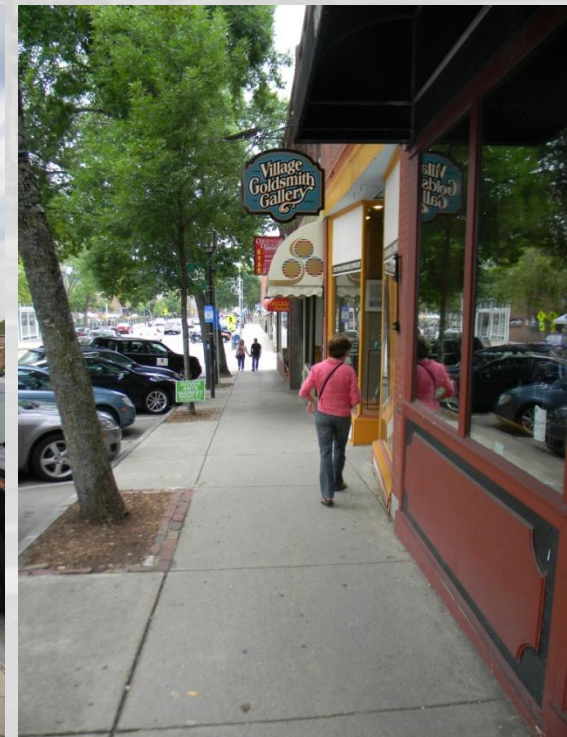
■ Edges

- Street tree planters
- Planting strip
- Brick walk
- Concrete walks



Streetscape

■ Edges



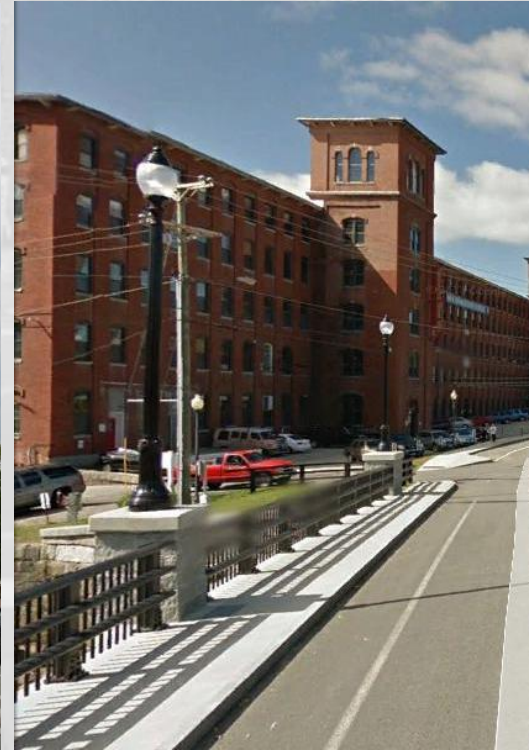
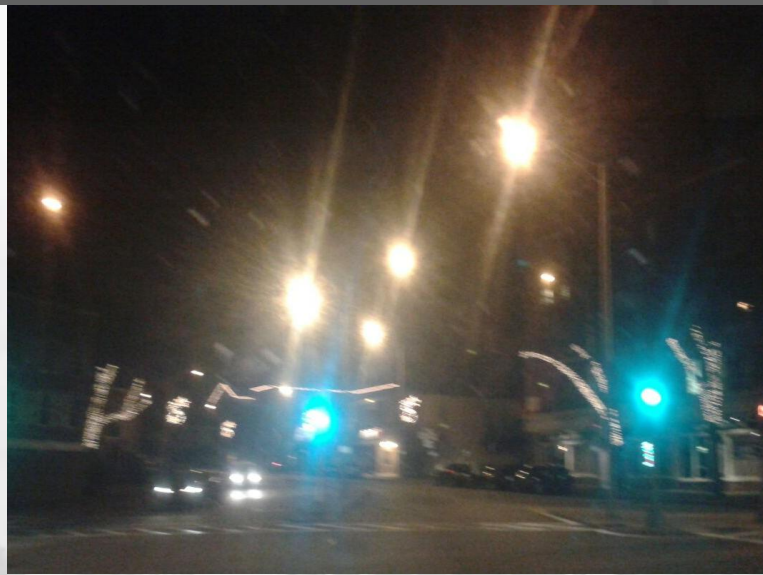
Streetscape

■ Edges



Streetscape

■ Lighting



Streetscape

- Banners and flags



Image from Dover Vision 2023



Streetscape

- Signage and wayfinding



Streetscape

- Curb extensions
- Urban spaces



Streetscape

- Sidewalks and crosswalks
- Universal accessibility



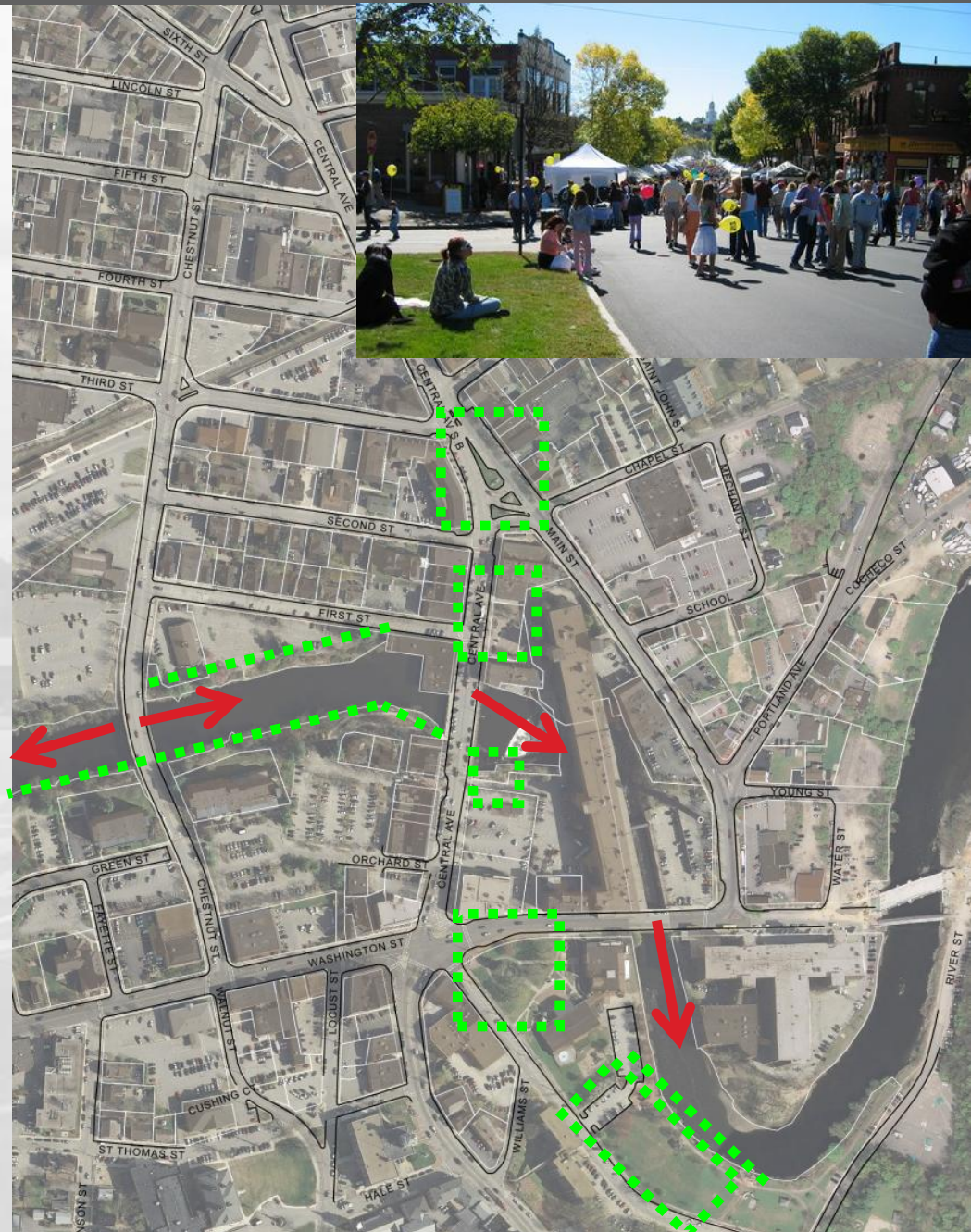
Streetscape

- Amenities (trash, benches, parking meters, bike racks)
- Appropriate locations and orientation



Openspaces

- Cocheco Mill Courtyard
- Fish Ladder Park
- Riverwalk
- Community Trail
- Henry Law Park
- View sheds



Key Issues

- Circulation and parking
- Uniformity and conformity
- Wayfinding
- Accessibility
- Connectivity
- Safety



Opportunities

- Traffic calming
- Parking plan
- Bicycle facilities
- Lighting uniformity/efficiency
- Street tree improvement plan
- Art installation
- Sustainability
- Placemaking



Fundamental Techniques / Trends

- Establishing identity
- Place
- Continuity
- Theme



Fundamental Techniques / Trends

- Functional curb extensions
- Parklets
- Public art



Fundamental Techniques / Trends

- Circulation
- Accessibility
- Complete Streets



Working Group Session



Task 9: Construction Phase Services (Begin Spring, 2015)